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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

ANGLO-JAPANESE AGREEMENTS.

CHINA'S INTEGRITY NOT INFRINGED.

LONDON, June 10.

In the House of Commons replying to Mr. Lesbange Malone, Mr. Lloyd George denied that the Anglo-Japanese agreements of 1905 and 1911 infringed the integrity of Chinese territory without the consent of the Chinese Government. He pointed out that China had not yet ratified the Austrian peace treaty whereof the covenant of the League of Nations was a part. With regard to Mr. Malone's suggestion that before any further treaties or agreements were made they should be referred to the League of Nations, Mr. Lloyd George emphasised that the Government had every intention of strictly adhering to article eighteen of the covenant of the League.

AMERICA AND JAPAN.

CRITICAL INTERNATIONAL SITUATION.

LONDON June 11.

A telegram from New York says the banker Vanderlip, who has returned from Japan declares that the utter impotence of the State Department has created a critical international situation. The American Government does not concern itself with anti-Japanese legislation in individual states and the Japanese are aroused over the Land Ownership Bill of California. Eastern problems could be smoothed if the State Department proceed courteously.

FRENCH ITEMS.

PARIS, June 11.

An Annamite temple was inaugurated in the colonial gardens at Nogent-sur-Marne near Paris to the memory of the Annamite soldiers who fell in the service of France during the war. Buddhist priests performed the ceremonies of their religion in the pagoda which has been consecrated at the order of the emperor of Annam.

The *Daily Mail* states: Almost inexhaustible reserves have now been discovered, says Louis Gentil, the well-known professor of physical chemistry at the Sorbonne, in the Moroccan hinterland. One hundred miles inland from Casablanca there is a mountain plateau over 40 miles long and 25 broad, which is one gigantic storehouse of phosphates. The working of these and other phosphate reserves in Morocco has been set aside as the monopoly of the Moroccan government.

The *Herald* writes: Otto H. Kahn, the New York banker, is carrying back to the United States, after several weeks spent in a study of economic conditions in France, a hopeful view of the situation. His observations have given him thorough confidence in the future of France, justified by realisation of the remarkable nature of the resources of her colonies as well as of the mother country, and even more by the determination to preserve order and work hard which animates the French people.

Paul Deschanel, who is expected to return to Paris from Normandy for the national holiday on July 14 will, it is stated, afterwards spend three weeks in upper Alsace.

EX-KAISER'S POSITION IN HOLLAND.

The leading Amsterdam daily, *Handelsblad*, recently published an important leader setting out very clearly the attitude of the Dutch Government in regard to the Kaiser question. A double change, the paper says, has taken place in the position of the ex-Kaiser. In the first place, there is a modification of fact: the supervision of his person has become considerably stricter, and the reason for this lies in the recent events in Germany. It is true that the Netherlands Government is not called upon to prevent the German people from restoring the monarch if they feel so inclined. But the reason why the supervision has become stricter since the Kapp adventure is that States have a mutual obligation to respect the established order, and may not allow on their own territory preparations for a violent overthrow of their neighbours' political constitution. Such a thing, however, might happen if the ex-Kaiser were allowed to be in contact with those elements who want such an overthrow to take place.

In the second place there is a modification in the ex-Kaiser's legal position. If the Kaiser was not a dangerous alien, there was no reason for restricting his freedom. If he was a dangerous alien, the Aliens Act had to be applied to him. This is what has now taken place. The Queen has issued a proclamation by which specific residence is appointed for ex-Kaiser. This decision is based upon Article Thirteen of the Aliens Act of 1894, which enables the Queen to appoint a specific residence for persons who are a danger to the public peace. Is there, the *Handelsblad* asks, a contradiction between this and the Prime Minister's declaration that there is no evidence whatever that the ex-Kaiser has participated in any political action? The reply is that because the danger to the public peace need not result from the action of the alien himself. It may be due to other causes, in this case the deeds of Wilhelm's political friends.

Other limitations may, and undoubtedly will, be imposed upon the ex-Kaiser's freedom. He has already voluntarily submitted to a certain amount of control, notably in regard to his correspondence. It may be expected that, whenever the need arises, further restrictions will be imposed.

SNAKE EATING.

A STRANGE COMPETITION.

TUNIS AMENITIES.

The "snake eaters" of Northern Africa have just held their annual convention at Kairuan (Tunis) for the first time in five years. Most of the snake-eaters served in the French Army during the year, and at the opening of the meeting many of them were to be seen wearing their medals won for bravery at Verdun and other places on the Western front. The feature of the convention was a competition which for excitement far excelled all eating or drinking matches, which formerly were so much in vogue in England. Seventeen of the most renowned snake-eaters from various parts of Tunis and Algeria took part. More than 400 small snakes of various sizes were carefully measured and distributed to the competitors. A score-keeper watched each man and the spectators, who were mostly Arabs with a sprinkling of French soldiers, cheered the "eaters" at the top of their voices. The "eating" consisted of forcing a snake into the mouth as quickly as possible, but no bunching or rolling up of the reptiles was allowed. The snake had to be forced in head first and as soon as the tail had disappeared, which it usually did with extraordinary rapidity, the competitor quickly snatched it out of his mouth and inserted another. The man who finished the 24 snakes first was adjudged the winner, and was presented with a prize consisting of a round ball studded with brass nails and hung with brass chains, to which were attached silver and gold coins.

THE DOLLAR.

To-day's closing rate 3/5¼
To-day's opening rate 3/6¼

WOMAN OF ROMANCE.

ADVENTURES OF EX-COUNTESS.

A CHARGE OF ARSON.

The climax in the career of the former Countess Hermance Greetner Debeck, at one time wife of a Hungarian diplomat, with whom she lived luxuriously in London, has come with her arrest on a charge of arson in the little village of Carmel, near Bangor, Maine. It is the latest feature in a life abounding with romance which had as a background London, Paris, Vienna, and other European capitals, says the New York correspondent of the *Daily Mail*. It is not known whether the Countess divorced Count Debeck or whether he divorced her, but the close of the war found her in Paris, where she met a number of American Army officers. She became engaged to one, but on the voyage to New York, where she expected to marry him, she was wooed by another—Mr. George L. Nelson, formerly a lieutenant of Engineers—whom she married at Bangor in October. The alluring mystery surrounding the former countess, her lavish display of furs and jewellery, roused intense curiosity in the staid New England city. This curiosity was not dispelled when a few months later Mr. Nelson took his bride to Carmel, where they lived apparently much in love, but in a modest frame shack, a great contrast to the surroundings to which the bride was believed to have been accustomed. People of the village wondered how long the harshness of the life would take to annul the attachment when one night last month the shack went up in flames. Mr. Nelson and his bride related a thrilling tale of a narrow escape from cremation, and how they were saved by a pet kitten, which scratched the Countess's face to awaken her in time to jump from from the window. The next chapter in the countess's career is laid in an insurance office at Bango, where she had insured the contents of the shack for several thousands of pounds, describing it as including costly furs, rugs, paintings, and jewellery. The destruction of such property in a ramshackle dwelling struck the insurance authorities as incongruous, and investigation is said to reveal that most of these things had been removed before the fire. Only a number of cheap things purchased on the instalment plan and never paid for are said to have been destroyed. The charge of arson to which the countess is reported to have confessed, resulted in her arrest and detention pending bail in £4,000.

WHISKY AT 12/6 A BOTTLE.

TRADE CAMPAIGN AGAINST NEW DUTIES.

The additional duties on spirits, beer, and wines imposed by the Budget appear to have caused consternation in the trade, and for the first time in six years a vigorous campaign against the increase in taxation is likely to be launched, says *The Times*. So long as money had to be found for the purpose of prosecuting the war brewers, distillers, and the public submitted to heavy duties without serious protest, but now estimates of the national expenditure are regarded as swollen by Government extravagance the heavy new imposts are likely to be sharply opposed.

The increase in the whisky duty to 72s. 6d. a proof gallon means that the Government tax on every bottle of spirit sold at the reduced strength of 30 deg. under proof will be nearly 8s. 6d. a bottle as compared with 1s. 9d. before the war. The advance in the duty is at the rate of about 2s. 6d. a bottle, of which 6d. is to be borne by the trade and 2s. is to be passed on to the public, raising the retail price to 12s. 6d. a bottle against the 1914 price of 3s. 9d. for spirit sold at an equivalent strength.

Some increase of the wine duties had been expected, but the prevailing view in regard to beer and spirits was that taxation had already been carried to the extreme limit which the public would accept, and a further levy had not been entertained as a serious proposition. A leading Scottish distiller expressed the opinion that the new duties were due to "Pussyfoot" influence, and the view is taken that the revenue is likely to suffer rather than gain by the latest attempt to squeeze the non-teetotal majority of the population.

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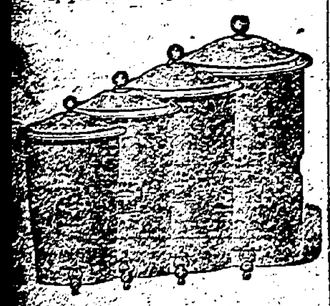
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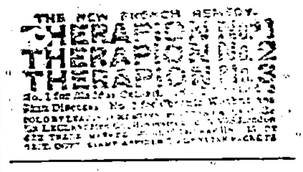
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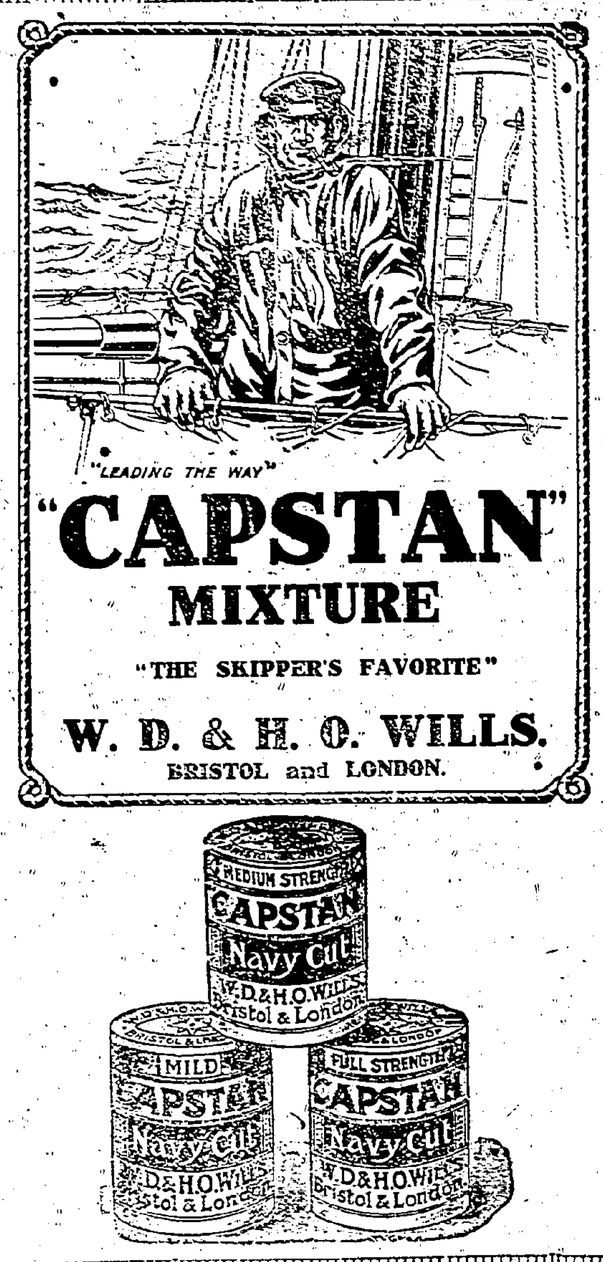
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MR. ASQUITH AND THE SHELLS.

THE TRUTH AT LAST.

TOLD IN KITCHENER'S BIOGRAPHY.

General Sir F. Maurice, writing in the *Daily News*, deals with a controversy which he thinks Sir George Arthur's "Life of Lord Kitchener" has definitely settled.

It will be remembered, he writes, that Lord French, in his "1914" made serious charges against Lord Kitchener, Mr. Asquith and Sir Horace Smith-Dorrien, in respect of certain actions taken by them during the early months of the war. Lord Kitchener being dead, and Sir Horace Smith-Dorrien an officer still in Service, could not reply.

Mr. Asquith did reply, but he had not all the necessary documents at his command. As regards Sir Horace Smith-Dorrien, it has already been shown that Lord French's recollection of the positions and movements of his own troops and his account of the enemy's strength at certain critical phases of the retreat from Mons was far from accurate. Sir George Arthur now exposes a still more amazing lapse of memory on the part of the Viceroy of Ireland. Lord French's charges against Lord Kitchener and Mr. Asquith relate to the famous shells controversy, and to alleged interference with him during the retreat from Mons. I will deal here with the first of these charges.

MR. ASQUITH'S NEWCASTLE SPEECH.

Lord French says in his "1914": "Just about this time"—that is in the latter part of April 1915, when the second battle of Ypres was being fought—"the then Prime Minister, Mr. Asquith, made his famous Newcastle speech, in which he stated that the Army had all the ammunition it required. When I read that speech, after all my public and private appeals, I lost any hope I had entertained of receiving help from the Government, as then constituted" and he goes on to describe how he proceeded to upset Mr. Asquith's Government.

Now this is a very incorrect account of what Mr. Asquith said, for he went to Newcastle for the express purpose of making clear the urgent need for more munitions and of appealing to the British workmen to devote their utmost energies to increased production. Not wishing either to cause undue alarm or to dishearten the army, he said in the course of his speech that it was not true that the operations of the British Army in France were being hampered by lack of ammunition.

In a speech at the Connaught Rooms on June 3rd, 1919, Mr. Asquith produced his authority for that statement. It was a letter from Lord Kitchener dated April 14th, 1915, which ran as follows:—

My dear Prime Minister.—I have had a talk with French. He told me I could let you know that, with the present supply of ammunition, he will have as much as his troops will be able to use in the next forward movement.

LORD FRENCH'S DENIAL.

Lord French now comes on the scene. In a preface to the second edition of his "1914," he denies having made any such statement to Lord Kitchener, and refers to a conversation he had with Mr. Asquith at his headquarters at St. Omer, July, 1915. To Mr. Asquith's inquiry whether he had given Lord Kitchener the information which caused him (Mr. Asquith) to speak at Newcastle as he did, Lord French says he replied in words to this effect: Certainly not. Lord Kitchener must be labouring under a total misapprehension as to our conversation, which, I understand, he alleges took place at York House on March 21, 1915. We certainly held a long conference together at York House on the date mentioned, but not upon the subject of ammunition. 'However,' I said 'my memory can be confirmed and refreshed by my diary. My recollection of the conversation was recorded a few hours after it took place. I have not seen it since I wrote it, but I doubt if you will find a single word about ammunition in it.' I then turned up the diary, and found as I expected, that there was no reference whatever to the subject of ammunition."

THE TRUTH.

Enter Sir George Arthur! There is in a footnote in his third volume a record of the meeting of March 31, but at that time it appears that the plans for the battle of Festubert were not completed and presumably for that reason the question of ammunition did not crop up. But Sir George gives us a letter of Lord French's to Kitchener dated April 8, 1915, in which the following passage occurs:

Our joint plant will be fully matured by the end of the week. May I appear at your breakfast table at 8.30 a.m. on Wednesday the 14th? I will bring maps and copious notes and tell you everything, but I don't want to have anything in writing. I am in strong hopes of a great advance.

The meeting took place at York House on the morning of April 14, and immediately it was over Kitchener sent his note of the same date to Mr. Asquith. Is it conceivable that Kitchener should have been grossly incorrect on a matter of vital importance in a note to the Prime Minister written immediately after the conversation which it reported? Is it conceivable that in a discussion of the plans for a great battle, of which Lord French wished to tell Kitchener "everything," the all important question of ammunition should not have been mentioned? Is it conceivable that Lord French should have been "in strong hopes of a great advance" if he knew that he was woefully deficient of shells? If it rested there the case for Lord Kitchener and Mr. Asquith would be overwhelming, but it does not.

On May 7, just one week before the battle of Festubert began Lord French wrote to Kitchener:

I would rather say nothing to you now about the bog business, but if things remain quiet I suggest going to breakfast with you on Thursday morning at 8.30 a.m. . . . The ammunition will be all right.

Just a week later Lord French was endeavouring to turn out Mr. Asquith's Government on the ground that it had failed to supply him with the ammunition he required for his battle!

Of course we were short of shells and of guns and of trained soldiers, indeed, of everything required for the prosecution of a great war but if anyone still believes that after the outbreak of war there was lethargy and inaction in the provision of munitions by Mr. Asquith's Government and by Lord Kitchener, and that nothing effective was done until Mr. Lloyd George became Minister of Munitions, let him read Sir George Arthur's chapters on the munition problem. The whole complicated story of the introduction of high explosive shells for our field guns is clearly, readably, and graphically told. How the first suggestion for their use came not from the Army in France, but from home: how G.H.Q. hesitated and changed its mind as to the quantities required; how production was pushed on at home, the truth about the "shells scandal," which has wrought such mischief is known at last.

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TANG YUK, DENTIST,
Successor to
the late SIEN TING,
14, D'AGUILAR STREET.

TERMS VERY MODERATE

Consultation free.

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15, Morrison Hill Road

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Telegraphic Address
"METEION" HONGKONG.

PUBLIC AUCTIONS—

INTIMATIONS.

THE DRAGON MOTOR CAR CO.

WE have installed an additional TELEPHONE and clients can now ring up No. 482 or 3552.

THE CATHOLIC MEN'S CLUB,
Garden Road,
will be opened by
His Lordship Bishop D. Pozzoni
on
WEDNESDAY, 16th June, at 9 p.m.

IT is hoped that all Members, and British Catholics intending to become Members, will endeavour to be present.

Members may bring their lady friends on WEDNESDAY evening.

The General Committee specially hope that there will be a large attendance of Catholic members of the Naval and Military forces, for whom the Club is primarily being opened.

A musical programme is being arranged.

HONGKONG GYMKHANA CLUB.

THE EXTRA GYMKHANA MEETING OF THE SEASON will be held at HAPPY VALLEY on SATURDAY, the 19th instant, commencing at 4 P.M.

The Charge of Admission will be $1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, June 14, 1920.

NEW LOAN OF 4 MILLIARDS FRANCS
in
5% PREMIUM BONDS. CREDIT NATIONAL

The Bonds are of 500 Frs face value.
PRICE OF ISSUE 485 FRANCS
8 drawings a year amounting to
20,000,000 Francs
with the following prizes
1,000,000 Francs
500,000 "
200,000 "
100,000 "
50,000 "

The prizes drawn will be free of any taxes, present or future. The Bonds bear interest on and after the 15th of June, 1920.

Applications will be received till the 15th of June, 1920, by
THE BANQUE DE L'INDO-CHINE,
L. BERINDOAGUE,
Manager.

Hongkong, June 4, 1920.

NATIONAL CREDIT 5% 1920
UNDER THE GUARANTEE OF THE FRENCH GOVERNMENT.

THE Local Manager of the BANQUE INDUSTRIELLE DE CHINE begs to inform the Public that subscriptions for above French Loan are opened to-day in its office, 5 Chater Road, and will be closed on the 20th of June, at 12 noon.

5% Premium Bonds of Frs. 500 each are issued at the price of
Frs. 485.—only.

Interest at 5% will run from the 15th of June.

The Bonds are non-convertible before 1940 and redeemable in 75 years by means of drawings (EIGHT DRAWINGS A YEAR) purporting yearly Frs. 20,000,000.—the first prize of each being
ONE MILLION FRANCS

ROUET DE JOURNEL,
Manager.

Hongkong, June 2, 1920.

MUMEYA.
Japanese Photographers.
All kinds of Photographic Work done in latest styles also Passport Photos.
Developing and Printing for Amateurs a Speciality.
No. 84, Queen's Road Central.
Tel. 254.

NOTICES TO CONSIGNEES

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From SEATTLE.

THE Steamship
"WEST JENA,"
having arrived from SEATTLE via ports, on June 10, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on June 17, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after June 17, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents.
1st. floor, Powell's Building,
12, Des Vœux Road, Central.
Hongkong, June 10, 1920.

PACIFIC MAIL S. S. COMPANY

NOTICE TO CONSIGNEES.

S. S. "WEST CONOB,"

From SAN FRANCISCO, via HONOLULU, YOKOHAMA, KOBE and SHANGHAI.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on June 16, at 2 p.m. and June 17 at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the godown's, and all goods remaining undelivered after June 17, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

J. ORAM SHEPPARD.
Acting Agents.
Hongkong, June 10, 1920.

NOTICE TO CONSIGNEES.

THE Steamship
"LOWTHER CASTLE."
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 31st inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m. by Messrs Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, June 14, 1920.

CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effectual and has never been known to fail in any case. Always have a bottle in the home. For sale by all Chemists and Storekeepers.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, $1, PREPAID.
Each additional word 4 Cents for 3 insertions.

WANTED.

WANTED.—A LADY TEACHER to give private tuition to a girl 10 years old, five times a week,—in ordinary school course of studies. Apply Box 1206, c/o "China Mail."

WANTED.—A First Class EUROPEAN or EURASIAN NURSE. Apply to No. 137, The Peak.

STENOGRAPHER WANTED.—For Swatow Export and Import House. Good opportunities to the right party who is willing and efficient. Fare paid and living quarters included. Call room 455, Hongkong Hotel, by TUESDAY, noon, for interview.

LOST.

LOST.—At the Peak, a small Black & White JAPANESE POODLE. Answers to the name of—"TODDLES." Finder will be Rewarded. Box No. 1909, c/o "China Mail."

TO LET.

TO LET.—A SHOP in Nathan Road, Kowloon. Apply to Humphreys Estate & Finance Co., Ltd., Alexandra Buildings

TO LET.—On ground floor, St. George's Building, facing Ice House Street, large and commodious area with two large show windows, suitable for SHIPPING OFFICES or STORE and SHOW-ROOMS. Apply Shewan Tomes & Co.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. Lam Ven Kee, to sell by Public Auction,
on
THURSDAY & FRIDAY,
the 17th & 18th June, 1920,
commencing each day at 2.30 p.m.
at their Sales Rooms, Duddell Street,

A Valuable Collection of Antique China & Curios from Sung to Ming Dynasties and Kanghi to Towkwong periods

comprising :—

5-coloured, 3-coloured, blue and white bowls, plates, vases, incense burners, figures, pictures, snuff bottles, ornaments, flower pots, screens, placques, etc, etc.

Very fine gold inlaid bronze vase, Sung.
Very fine green jade incense burner.
Very fine celadon vase, Sung.
Very fine white "Goddess of Mercy," Ming.
Very fine jade inlaid pictures, Kienlung.

Also

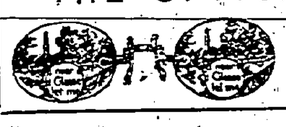
A Few Pieces of Soochow Redwood Ware.

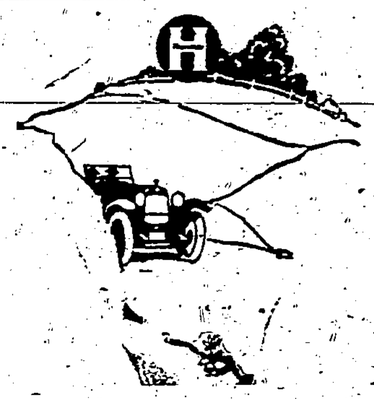
N. B. The Undersigned will give a 2-weeks guarantee as to the genuineness of the articles offered.

On view from Wednesday, the 16th inst.
Catalogue will be issued.
Terms: Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, June 11, 1920.

THE OPTICAL COMPANY
51, Queen's Road Central.

SPECTACLES, EYEGLASSES, LENSES, etc.
Optometrist-in-Charge:—E. CHAN, Opt. D.
EYES TESTED FREE OF CHARGE.


The Hupmobile gives you uncommon riding comfort with an unusual degree of economy. It weighs less than 2,500 pounds. Fuel mileage, owners' report, is at least 25 miles to the gallon.

STANDARD EQUIPMENT.

5-seater Touring car 2-sea Roadster body.
Speedometer.
Electric starter.
Head, tail, and instrument board lights.
Rain-vision windscreen.
Fuel gauge.
Oil pressure gauge.
Electric horn.
Ammeter.
Foot and robe rails.
Tyre carrier—extra rim.
Side curtains—door curtain carriers.
Tonneau carpet.
Top (black or khaki)—top cover.
Grease gun.
Pump, jack, full set of tools.
Tyre repair outfit.

ALEX. ROSS & COMPANY,
HONGKONG, CHINA.
SHANGHAI GARAGE COMPANY,
SHANGHAI, CHINA.
Hupmobile

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

GERMAN ELECTIONS.

BERLIN, June 11th.
The ex-Premier, Herr Scheidemann, interviewed, urged that the Majority Socialists should closely co-operate with the Independents, not the People's Party. It is right that they should take office and prove whether they can carry out the election promises and disentangle the Budget.

DAVIS CUP.

ARNHEM, June 11th.
In the first tie of the Davis Cup, Winslow (South Africa) beat Van Lennep (Holland) by 6-3, 6-4, 6-4.
Diemerkool (Holland) beat Raymond (South Africa) by 6-3, 6-3, 7-5.

OUTRAGE NEAR MOSUL.

BOMBAY, June 11th.
A telegram from Bagdad states that tribesmen attacked Telafar, near Mosul, seizing the Government buildings and killing all the Government officials, including two British officers and a number of natives. A punitive column has been despatched.

COUNTY CRICKET.

LONDON, June 11th.
Gloucestershire beat Warwickshire by 77 runs.
Lancashire beat Northamptonshire by an innings and 35 runs.
Yorkshire beat Cambridge by 5 wickets.
The match between Essex and Kent was drawn.

GOLF

LONDON, June 11th.
At Muirfield, in the Amateur Golf Championship, Cyril Tolley (Rye) beat Robert Gardner, the ex-Champion, an American, at the 37th hole.
At Sheringham in the Ladies' Championship, Miss Joyce Wethered (Worplesdon) beat Miss Cecil Leitch (Carlisle), the holder, by 2 to 1.

POLAND'S WAR.

WARSAW, June 11th.
It is officially stated that, despite the arrival of enemy reinforcements, the battle of Beresina resulted in the defeat of the Bolshevists.
The Poles, on June 9th, advancing to attack, expelled the enemy expositions beyond the river Etuta and took 600 prisoners.

ITALIAN CABINET.

ROME, June 11th.
The King has requested Signor Giolitti to form a Cabinet.

ROCKEFELLER FOUNDATION.

LONDON, June 11th.
The *Daily Mail* states that the Rockefeller Foundation has made a donation of £1,250,000 to the University College Hospital Medical School in London, for teaching and research.

DEPORTATION OF BRITISH-BORN SUBJECTS.

OTTAWA, June 11th.
A Government Bill, introduced at the instance of the Labour Unions, abolishing the deportations of British-born subjects guilty of sedition, has been rejected by the Senate by 30 votes to 17.

ABOLISHING COLOUR LINE.

MONTREAL, June 11th.
After a bitter debate, the Federation of Labour passed a resolution requesting the Brotherhood of Railway Clerks to eliminate the colour line from its constitution, and give the Negro full membership.

COTTON CONGRESS.

ZURICH, June 11th.
The Cotton Congress discussed a resolution which emphasised the world danger of a shortage of cotton, pointing out that with a return to normal conditions the consumption of cotton would probably increase. Therefore, a considerable extension of plantation was necessary. The Congress expressed the hope that the British and the other Governments concerned would actively promote the development of plantations.

"BANDITS OF CAPITALIST STATES."

LONDON, June 11th.
Mr. Ben Turner, who accompanied the Labour delegation to Russia, has brought a message from Lenin referring to "the robber Governments of the Allies of the world and bandits of Capitalist States."
Lenin, however, confesses that many delegates who have just visited Russia are hostile to the Soviet system.

PRICE OF HERRINGS.

LONDON, June 11th.
In consequence of the refusal of the Government to guarantee a minimum price for herrings, all the herrings boats at British and Scotch ports have been laid up for a fortnight.

CONTROLLING MORPHIA AND COCAINE TRAFFIC.

LONDON, June 11th.
In the House of Commons, the Dangerous Drugs Bill has been read a second time.
Major Baird stated that one of the reasons why the Government was anxious to have powers under the Bill was that British representatives in China and Japan had repeatedly referred to the disastrous effect of morphia and cocaine traffic with China.
The Government hoped to be able to get our Japanese Allies and Chinese friends to deal with this trade.

NOW IS THE TIME.

FOR rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

NOTICES.

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FOR PRIVATE CAR OWNERS.

THIS IS OUR NEW SPECIALITY.

CARS GARAGED in TOWN - $30 per month
CARS GARAGED at PRAYA EAST or WANCHAI - $20 per month

THESE PRICES INCLUDE CLEANING AND ORDINARY GARAGE DUTIES.

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SWATOW DRAWN THREAD WORK
CANTON EMBROIDERY.
WHOLESALE AND RETAIL.
S. K. TSAN & CO.,
54, Queen's Road Central.
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LONG HING & CO., PHOTO SUPPLIES, Kodaks and Kodak Films, &c.
DEVELOPING & PRINTING A SPECIALITY.
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BUY YOUR STATIONERY FROM US.
We Keep the Finest.
Stocks Complete.
PRICES MODERATE.
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60, Des Vœux Road, Central.

THE HOTEL ASIA
WEST BUND, CANTON.
The highest building in Canton affording panoramic bird's eye view of the whole city and suburbs.
Large and airy rooms, Elevators, Electric Lights and Fans installed. Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard room, Roof Garden, Cinematograph Theatre and every modern convenience provided.
Special monthly and family rates can be arranged on application to
THE SUN CO., LTD.
Proprietors.

These Cigarettes are made of selected leaf tobacco and quite harmless to those who are accustomed to inhale.
NANYANG BROTHERS TOBACCO C
165, Des Voeux Road, - - Hongkong.


GIN.

Sir R. Burnett & Co.'s Fine Old Tom and Fine Unsweetened.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

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Wm. Powell Ltd

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JUST ARRIVED

SWING LOUNGES

IDEAL

FOR

GARDEN OR VERANDAH

PRICE, INCLUDING CANOPY and MATTRESS with WASHABLE COVER

$75.00

DELIVERED and FITTED FREE.

SEE WINDOWS.

BIRTHS.

DGE.—At the Government Civil Hospital, 14th June, to Mr. and Mrs. William Budge, a daughter.

LLER.—On June 5, at Shanghai, to Mr. and Mrs. Arthur J. Waller, a son. (Hongkong papers asked to copy.)

ALMERS.—On June 6, at Shanghai, to Mr. and Mrs. A. A. Chalmers, a son.

IGURA.—On June 8, at Shanghai, to Mr. and Mrs. P. J. Perigura, a daughter.

MARRIAGE.

RRAY—McMULLAN.—On June 5, at Chefoo, Douglas T. Murray, of Liverpool, to Gladys Ewing, eldest daughter of the late James McMullan and Mrs. McMullan, of Chefoo.

DEATHS.

TER CHARLES COLLINS.—Accidently killed on the 12th June, at Kowloon, aged 23.

ONER.—On June 8, at Shanghai, Florence, the relict of Sidney Spooner, and daughter of the late Augustus White, in her 54th year.

The China Mail.

"JUSTICE, PUBLIC SERVICE."

KONG, TUESDAY, JUNE 15, 1920.

MAGNA CHARTA.

ren hundred and five years o-day, on June 15, 1215, King of England had his first look e Magna Charta, or Great er, which re-affirmed some lost liberties." It wasn't, er, such a cumshaw as it to be represented, being an academic profession of polifaith, extorted from an autoking by the self-regarding instigated by ditto priests. eputation, however undeserved, has been useful. It was as practically useful as the Grail would have been, if but the ideal behind the it was wholesome and en-. John Rex tried the Pope, ew blank. He put up a bluff, etrayed anger. An armed on came to London from the and dictated terms. John his Amerongen in a meadow Staines and Windsor, as Runnymede. The peace ions lasted from June 15 to although the terms were definitely accepted on the 15th. The Charter provided for a committee of 25 barons to force the false king to keep his word—they knew the "scrap of paper" idea even then—and we may regard that as the "Supreme Council" that Reuter talks about. They were wise. After signing the charter, John again appealed to the Pope, and tried to hire foreign troops to wallop the English barons. The Pope did his best. On Aug. 24 he published a Bull which declared Magna Charta null and void, as having been extorted, *per vim et metum*, by force. He also excommunicated the barons, but it did not injure their health. They fought, and invited the French King to take the English Crown. That puts them on the level of Sinn Feiners in our eyes, but we mustn't be too hard on them. The French King enabled them to win, and John died conveniently at Newark, after having, as every schoolboy knows, lost his washing and the Crown Jewels on the Norfolk coast, where it is quite easy to lose anything.

The Charter held good after all. It made the church free of the King, prevented the king from collecting taxes at his own pleasure, and limited estate duties. Later on, Lloyd George was to come along and completely outrage that bit of the famous charter. There were sections protecting or pretending to protect the people from Jewish usury, and there was a chapter limiting military service—the first forerunner of our anti-conscription principles. The most important sections are those tending to make the administration of justice free and uncorrupt. The King used to make a profit out of justice. Magna Charta, broadly speaking, took it from the King and gave it to the lawyers. County courts were started. Litigants had had to follow the King about hitherto. Chapters 28, 30, and 31 naively forbid the King's officers to collect things for him without paying for them—a principle outraged by the War Office during the last war. A famous chapter is 36, permitting accused persons to appeal to their neighbours instead of "trial by ordeal" or the duel. But the most famous one is chapter 39, which lays it down that arrest, detention, fine, outlawry, or banishment, shall await "the lawful judgment of his peers," and by the law of the land. This provision is flagrantly violated in the Crown Colonies to-day, and we have mentioned it more than once; but nobody seems to worry, so why should we? A favourite chapter of ours is 45, which says that the royal officials must know something of the law, and be desirous of keeping it. Bless 'em. We suppress the obvious comment.

ADVERSARIA.

CLICHE. It is sometimes observed that heroes may be found elsewhere than on the battlefield, a thought germane to the poetic "peace hath its victories." It is so true as to be banal. It should be allowed to go without saying, be taken as said. But emerging as it does so frequently, from the sea of truisms upon which the regular reader necessarily embarks, we may as well follow up one of its suggestions. Is the average toiler a hero for not committing suicide? He knows that year after year for many years he must be a drudge, with few and infrequent pleasures, and his fate in old age is a conundrum. Is it not heroic, knowing that, to carry on? We put this to an average man, and he said, "Oh, He doesn't think." Then we asked if it would be proper to assume that the battlefield hero also "doesn't think." From this point you can carry on for yourselves. The ridials lead clearly. For us, a change of subject.

SERVANTS. When his mother (father, brother, son, wife, aunt, it doesn't matter) in Canton has the usual affliction, and your servant takes an advance and leaves you for awhile, you generally feel the interruption of habit, and suffer irritations, however good the locum tenens he has left. You who have always been accustomed to servants and the comforts of trained service, and who have never really known what it means to fend for yourselves, cannot possibly appreciate all that such service means. Clothes and breakfast and bath in the morning. Imagine preparing all for yourself. Boy does it. Journey. Riksha coolie does it. Lunch. The lead had to be collected, cooked, served. Producers, marketers, cooks, and waiters. You go bathing. Engineers, stokers, attcrs, coxswains. You 'phone for a car. The chauffeur waits and and waits. The waiters wait. An army has waited—on you and for you. Ever think about it?

MORAL JUDGMENTS. The parrots say it is ignoble of a man to marry for money. Ask any of 'em. Here and there a boldly honest one may admit that he'd be glad of the chance; but at the same time—none will question the ignobility, ignobleness, ignobiliousness, (have it your own way) of a poor man who marries a rich woman. Afterwards there will always be a bit of a sneer in every reference to him. Why should a man marry? All of 'em with one accord will cry "for love." Let us look at it from different angles until we get it right. Why does a man marry? Because he wants something. Because he loves her is no answer. If he loves her he wants her. He marries her for her beauty—which will fade. Where's the moral difference between that and marrying her for her money, which won't fade, because she'll probably keep tight hold of it? He marries her for her intelligent conversation. Well, one man wants intelligent conversation and the other wants money. Both have wants, both are self-regarding. Why do you jeer at one and acquiesce in the action of the other? There is as much real moral difference between the two as between the man who loves pickles and the man who prefers sweets. Those who do their own thinking revalue their moral judgments, almost always acquired by parrotry, facile, unanalysed, but all the more vehement because of that. This will do for a dinner table starter, when they hang-fire. It will be better than putting a bit of celery on your neighbour's bald head and then apologising that you "thought it was asparagus." Although that, we must admit, did make talk.

FAIR TO RAINY. Otherwise, it is always safe to turn to the average oracle, and ask him if he understands the barometer. Be careful to confess that you don't. How does it work? What makes the pointer go round? You can understand the rise and fall of mercury in a sealed tube, but not the connection with the pointer. Then lean back and enjoy his gallant struggles. It will not occur to him that the aneroid barometer doesn't have the mercury tube at all. The best barometer of all is the Hongkong riksha coolie. He beats the little man and woman eternally popping in and out on cottage chimney-shelves at Home. If every time you approach a doorstep, or pause, or stop to think, or catch his eye, or particularly want to take walking exercise, six of him charge you like cavalry, and trip you up, and all drop their shafts on your tenderest corn, and clamour about you, you may know for sure that the weather is Fair. If you kneel in the muddy street with uplifted hands beseeching for a lift, a haughty nobleman who strolls by with unseeing eye and chin pointing skyward, when you are in a hurry to get to the office, then you may be very sure it is Wet.

THE STRONG RIGHT ARM. General Birdwood has been telling the Empire that we must trust to our "strong right arm." The phrase and its idea belong to the period of the sword. Winston Churchill insists that even aviation officers must carry swords. Gen. Birdwood insists that we must retain the idea of the "strong right arm," which, come to think of it, goes back even further than the sword, even unto the shillelagh with which Cain slew Abel his brother. What a pity such people cannot be convinced that this is the twentieth century, that some small progress has been made on the line of social evolution, and that the time has come when we should trust to our strong right brains, and not to the arm. Nothing is ever proved and nothing is ever conclusively settled by the strong right arm. Another drawback is that possession of a strong right calls for exercise: we simply must knock somebody down in order to keep the muscle fit. Instead of being our servant, it becomes our master. This is nice for the General Birdwoods, who enjoy the mastery and get paid for it. The lads on the German front, who know what the arm in action means, got fed up with it. Many of them tell us so. And they are still more fed up with the post-war prating about it, such as Gen. Birdwood's speech. They learned in suffering the truth that civilization needs brains more than arms, and they are fed up with the manifest refusal of the old hierarchies to recognize the new spirit and with their desperate efforts to entrench themselves in their old privileges. A danger is that their strong right arms may yet be used to correct those rank fat heads.

WOMAN'S PAGE. The headline on a woman's page that has puzzled you, "Streets of Askelon," is a biblical allusion. You ought to know your bible as well as you do your poets; better, in fact, because it is the source of most allusive passages in good literature. The editor must be a bit of a humorist, too, as you will see if you turn up Second Samuel, chapter one, verse 20. The passage follows the "tell it not in Gath" bit.

A DANCING STORY. It must not be mentioned where this happened; but it is only fair to say that it wasn't at the Repulse Bay Hotel. He was complaining to her that he found the floor too slippery. "It's hard to keep on your feet," said he. "I don't *want* you to keep on my feet," she said. "I didn't say anything about it before because I thought you did it accidentally."

WOMEN MASONS. A London publication puts a question that we simply dare not attempt to answer. We dare not even invite answers from local Masons. The question is: "Now that we are to have complete equality of the sexes, why should not women be initiated into the ancient craft of Freemasonry?" The mental picture of Mrs. Adversarian, that dignified mother of nine, being teased with the red-hot poker and the goat, makes us blush. No, no. It would never, never do.

SLATED FOR A WIGGING. Somebody on a widely circulated London paper is slated for a wigging. The mighty editor wrote, and referred to Sinn Fein as a "treasonable rebellion." It appeared in print as a "reasonable rebellion." What a difference one letter can make. This didn't suit his meaning "to a t."

RECENT RUSSIAN REVOLUTION. Now you see the disadvantage of a reputation for humour. On Saturday the Adversarian—in direct communication with Conan Doyle's gaseous invertebrates, as well as with his Bolshevik affiliations, had the honour to announce that Russia had had another revolution; that General Brusiloff had formed a government, that Trotski was murdered, and that Lenin had "beat it." In short, the Bolshie government had gone phut. Did the joy-bells ring on Sunday? Divvle a bit of it. Some of them got the notion it was a mere jeu d'esprit, somehow referring to our late lamented little dog. On Monday along came a special telegram to the *China Mail* from Singapore, confirming every detail. Now all we await is Reuter's confirmation.

LYEEMUN HOUSE. Mr. Holyoak is asking the Government if it is a fact that Lyeemun House, next Victoria Hospital, was bought by Government for use as a maternity annexe, and if so, why it has not been put to such use. This little stunt was exposed in the *China Mail* at the time. We said that Government had paid more than the market price for it, and gave figures. This was disputed by a correspondent. House values just now are not matters to be dogmatized about: we waived that point. We said the Government had ejected paying tenants. This was not contradicted. We said that it had put in a Government servant as tenant. This was not contradicted. The house is occupied by the Government's chief analyst. We await the answer to Mr. Holyoak's enquiry with as much interest as he does.

ONION CLUB. A serious scandal has been narrowly averted in connection with the Onion Club, the G.C.O. having taken to dog-stealing. The owner of a valuable fox-terrier had to be placated by the On. Sec.

RABIES. Mr. Holyoak is asking a question on Thursday about the Government providing "Pasteur" treatment in and for Hongkong. It is understood that the outfit is too expensive to justify the outlay for so few cases. However this point may be decided, we recommend Mr. Holyoak, in any event, to urge the Government to insist upon its own existing regulations being observed, without fear or favour. We understand that exceptions have been made in the matter of imported dogs.

CANT. Hongkong has been given a bad name again, this time by the Dean of Lincoln, fussing about certain houses said to be provided for the comfort and convenience of soldiers, and "started recently." That is not true, and we would not bother about it, but for a provocative remark by the Dean of Westminster, who suggested we should be indebted to the Dean of Lincoln for his "courage." That's cant. These people *like* to talk about such places, which they never visit, and don't understand, and to claim "courage" for indulging a private itch is disgusting. All practical men of the world know that there are grave and serious arguments in favour of these places which it is not fair to force us to repeat. We do not have the same gusto for nastiness that these ignorant meddlers have. We are obliged once more to score the point we made in connection with the "Moral Welfare" crusades that recur as regularly as influenza. There is a pathological, psychological, close connection between nymphomania and these "moral welfare" stunts.

LOCAL AND GENERAL.

Eight Chinese died of influenza last week.

We are informed by Bishop Pozzoni that a Requiem Mass for the repose of the soul of the late Rev. Fr. John Mulligan will be sung in the Catholic Cathedral on Wednesday, the 16th instant, at 7.30 a.m.

The return of notifiable disease for the week shows: Plague, 18 cases (12 fatal); small pox, one; diphtheria, one; enteric, two; and cerebro-spinal fever, one. In the subsequent 48 hours we had: Plague, four; diphtheria, one; paratyphoid, one; and puerperal fever, one.

Four persons, Mr. H. Green, Sergeant Major Jewsbury, Miss Mabel Musso and a Chinese were this morning charged before Mr. N. L. Smith, under the new "Dog Regulations", with taking their pets across the harbour without permits. A nominal fine of $1 was imposed in each case.

The Marie Tempest Company opens at the Theatre Royal on Thursday night. This is the Company's farewell season and it is playing for three nights only. Tickets are $4 but to book through for the three performances costs only $9. H. E. the Governor and Lady Stubbs will attend the performances. Booking is at Mcutrie's.

Four thousand five hundred drums of gasoline, on board a number of lighters, moored at a pier, blew up in Kobe harbour on the 6th inst. The cause of the explosion is reported to have been a lighterman's cigarette. Only one person was ascertained to have been killed, three were injured, while two were unaccounted for. The damage was estimated at over 1,000,000 yen.

The following weddings are announced to take place shortly: Mr. Herbert Hingston, of Vancouver, B. C., storekeeper on the s.s. "Empress of Japan", to Mrs. Mary Charlott Elms, late stewardess on the s.s. "Empress of Japan," and widow of the late Mr. F.J. Elms of Vancouver, B.C. and of Hongkong; Mr. J.T. Shaw, tailor, to Miss M.O. Broaddank en route from Harrogate, England.

Indian Constable No. B68, Noor Mohammed, was this morning formally charged before Mr. R. O. Hutchison, at the instance of Inspector Kent, with committing a serious offence on a 13-year-old Chinese girl in Wongneicheong Gap yesterday. Mr. T. Rowan appeared in behalf of Mr. Leo Longinotto (for the defence) and applied for a remand. The defendant was remanded in custody until the 22nd inst.

SPECIAL CABLES

SIAMESE ROYALTY IN SINGAPORE.

ANOTHER ILLNESS.

[*China Mail* SPECIAL]

SINGAPORE, June 12.

Prince Bisnulok, heir presumptive of Siam, who is staying at Singapore has been taken ill with pneumonia. His condition is serious.

SHANGHAI HOUSING PROBLEM.

[*China Mail* SPECIAL].

SHANGHAI, June 15.

The Civic League has elected a representative committee and decided to deal immediately with the Housing problem.

"PAKLING" REFLOATED.

[*China Mail* SPECIAL.]

SHANGHAI, June 15.

The "Pakling" has been refloated. She is due to-day at Shanghai for repairs.

INGENIOUS RICE THEF.

GETS PARBOILED.

A Chinese who had the left side of his body enveloped in cotton wool and bandage, was this morning charged before Mr. R. O. Hutchison, at the instance of Inspector Willis, with the theft at Jardine's wharf, West Point, of twelve catties of rice. He denied the charge. The Inspector said some coolies were engaged in unloading bags of rice on the wharf at 4.30 p.m., yesterday, when the defendant, slipping under the wharf, ripped one of the bags open, and holding a flour bag under the space between the boarding of the wharf, received the falling rice. He was discovered by some coolies who tried to get him out but in vain. Eventually someone thought of the drastic measure of pouring boiling water on the defendant. This "idea" was duly put in execution, and it had the desired effect of "fetching" the defendant out. He was handed to the Police and taken to the Government Civil Hospital, where his burns were attended to. He was not badly hurt. When he was scalded, the defendant was alleged to have thrown the bag of rice and a knife into the sea. The defendant said he did not steal the rice, but went under the wharf for a private purpose. Inspector Willis proved a previous conviction in 1911 for a similar offence, and the Magistrate passed sentence of four weeks' hard labour.

SHAUKIWAN ROAD SCHEME.

TO SAVE YOUR SKIN.

In answer to several inquiries received as to the reason for the scaffolding around the big rock, which is being removed, near North Point, in connection with the Shaukiwan Road project, we are informed on good authority that this "hoarding" (not scaffolding) has been erected on account of blasting, to protect the passing public and traffic from possible injury when blasting operations are going on.

Work is in progress near the Bay View Police Station, adjoining the entrance to the Asiatic Petroleum Company's property, consisting of the cutting away of a portion of the ground parallel to the road in order to widen it. This is also a part of the Shaukiwan Road project.

John Oswald who was yesterday remanded by Mr. R. O. Hutchison on a charge of being a stowaway on the s.s. "Nile", was again before his Worship this morning. Sergeant Stimson said he had interviewed the C.S.P., yesterday, and as the defendant claimed to be a Dutch subject he was referred to the Dutch Consul, who did not seem to know anything about him. It seems that according to the papers the defendant produced at the Consulate, that his proper name was Grazer, and the Dutch Consul is of opinion that it is a German name. Replying to the Magistrate, the defendant said he was born in Sumatra, but was taken to Singapore when an infant. He worked in Singapore as a "printer" (compositor?) at a wage of $35 a month, and as that was not sufficient for his upkeep, he left with the intention of going to America to find work. He did not know what he was going to do now. His Worship remanded him in Police custody for a week, and instructed Sergeant Stimson it the meantime to try and send the defendant back to Singapore.

"WALLA-WALLA" LAUNCHES

Phone No. 3516.

A JAZZ SEAMAN.

John Nelson, who made himself locally famous recently as the man who knocked out a Japanese barber for twenty minutes, is again in trouble. He was brought before Mr. R. O. Hutchison this morning, charged by Inspector Kent with assaulting two Chinese in Wanchai yesterday, and being drunk and disorderly. When asked to plead, the defendant said with an air of unconcern, "Guilty, I suppose." The Inspector said the defendant struck a Chinese on the head with an empty bottle, causing a scalp wound which necessitated stitching. When another Chinese interfered, he punched him on the mouth knocking out a few of his teeth. The defendant had been given a job on the "Monteagle" and was to have sailed on her but jumped ship at the last moment. Asked why he did so, the defendant said he wanted to go to San Francisco, and the ship he was put on was bound for Vancouver. The Inspector said that the defendant seemed to think it great sport, when drunk, to knock people about. He apparently thought he could do what he liked when under the influence of liquor. He was a great nuisance in Wanchai. His Worship enquired when there would be another ship leaving for America on which the defendant could be given a job, and the Inspector replied that he was not sure if the American Consul had not washed his hands of the defendant, since the "Monteagle" episode. He drew his wages and then jumped ship, and had been having a "Glorious" time since.—Six weeks' hard labour.

A PARSON'S AMAZING DENUNCIATION.

IN FAVOUR OF BEER.

"FOOD AND DRINK TO WORKERS."

London, March 27.—"If I had my way they would emblazon the banners, 'God Save the King!' and 'Beer for the British People!'"

This bombshell burst from the lips of a parson, the Rev. B. G. Bouchier, whose Hampstead parish hall was being used for a prohibition meeting presided over by Prof. Hamilton from Kentucky. Mr. Bourchier broke in on the meeting during a speech by another parson, Canon Masterman, with the remark:—

"Something has been given to man to make him stronger than temptation. Had Canon Masterman been with me in New York three weeks ago he would not make such a speech. He would have seen that American prohibition was not for the rich and the poor alike. Rich Americans have their drinks, while the poor are deprived of them."

"My only regret is that this meeting is being held in a consecrated spot—in a building where, through my sense of respect for God, I feel debarred from using language which I would wish to use. I protest first through patriotism at a moment when the task laid on Britain is the heaviest in her history. This ill advised attempt to embitter and divide the nation is treachery."

"There is no question but that the movement is calculated to raise greater feeling against the royal family." By intrenching upon the liberty of the people you are guilty of incalculable wrong. I protest against it in the name of God."

Mr. Bourchier spoke of the industries calling for every ounce of energy by the workers. "By what right are you going to deprive the workers of what is both their food and drink?" he asked. "It ill becomes the clergy to pour scorn on the brewer, to whom the church is deeply indebted. I fail to understand the attitude which will accept money from the brewers on one hand and write calumnies against them on the other.

"Look to yourselves, men and women, and think for yourselves! I ask you to weigh very seriously your words and actions regarding this matter, as you love your country and your God."

Gustav V. King of Sweden celebrates his 62nd birthday to-morrow, the 16th June.

Messrs. Lammert Bros. will offer 5,000 bags of No. 1 Tonkin white rice at an auction at No. 48 godown, Hongkong and Kowloon Wharf and Godown Company to-morrow at 11 a.m.

A Chinese who was charged before Mr. N. L. Smith this morning with unlawfully returning to the Colony after having been banished for a period of ten years in 1917, was sentenced to nine months' hard labour and four hours' stocks. Another Chinese who also returned to the Colony before the period for which he had been banished had expired, received a similar sentence.

CAUSE OF DESPONDENCY.

DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storekeepers.

THE FAUSANG.

A Marine Court of Enquiry was held at the Marine Court this morning, called by F. J. Gill, master of the s.s. "Fausang" to enquire into the loss of the vessel off Hainan Head on May 27.

The Court was composed of Commander C. W. Beckwith (President), Lt. Commander, R.N. Stopford, D.S.C., Mr. W. Davidson, of the C.P.O.S., Mr. W. J. Barkus, master of the s.s. "Suikiang," and Mr. E. D. Blackburn, master of the "Kashing."

Mr. D. H. Blake appeared on behalf of the Master, Capt. Wheeler representing Messrs. Jardine Matheson.

Capt. F. J. Gill, said he left on May 24 at 5.45 p.m. bound for Hongkong. He anchored for the night in Hainan Bay so as to catch daylight for the Straits. At 5.25 a.m. on the 26th he proceeded through the narrows. He steered well to the North of Hainan, allowing for the easterly set and to pass two or three cables off the beacon on Hainan Head. The beacon he thought was situated on the head of the reef, which ran E.N.E. As he was rounding the beacon at 5.55 a.m. he kept the red buoy about two points on the starboard bow. He still allowed for the set to the east off the beacon. This was to avoid getting on the banks on the other side. At 6 he was abreast of the beacon, with the buoy four degrees of the starboard bow. The vessel then struck on the port side abreast of No. 2 hold. He immediately stopped the engines, and rang full speed astern. The last order was not carried out owing to water in the engine room. About two minutes after the ship struck she went down by the head and listed 15 or 16 deg. to starboard. He gave orders for soundings to be made and the quarter-master reported 5 to 8 fathoms of water all on the port side. After the ship struck the beacon was right abeam. He told the Chief Officer to get the starboard boats out. These were manned and all the crew excepting the Europeans got into them. He then signalled to the "Hok Canton" to stand by. He then told the Second Officer to go to the "Hok Canton" with a message to report the "Fausang" ashore off Hainan Head. Forty Chinese were sent with him. When the boat returned they boarded the ship. On the 27th he decided to send the other Chinese off. All the Europeans stayed by till they left at 9.10 p.m., on the 27th.

They remained by the ship and he intended to board her the next morning. He boarded the vessel and during that time the pirates had been busy. The ship then broke up. Witness went to Hoihow on a Chinese vessel and H.M.S. "Fame" came there. The Second Officer had taken soundings all round the ship. He held that the ship struck an uncharted rock. It was not marked on his chart.

By Commdr. Beckwith: He had clear weather when he weighed anchor on the 26th. He intended passing the beacon two or three cables off.

Do you consider 2½ cables sufficiently safe to pass that beacon?—Yes. I thought the tide would set me further off.

What was your object in heading for this buoy?—To get in the south channel.

What is the idea of making a difficult manœuvre in a tide when you have an open channel. Is there any reason?—No.

You have to get round a strong tide set point to get into a narrow channel when you have a straight line to Hongkong.

An inaudible answer in which rainsqualls were mentioned was given.

Answering further questions, Capt. Gill reiterated that he thought 2½ cables was a sufficiently safe distance by which to pass the beacon.

Commdr. Beckwith: After you struck did you take any bearing or sextant angles?—No.

Why not? The weather was fine and clear. Didn't it strike you to get some angles to put before the Court?—I never thought of it. I asked the Chief Officer and the Second Officer and they said we were 2½ cables away.

They might have said it was a mile away. We want something scientific. You have no angles or bearings?—No.

By Lt. Commdr. Stopford: He had been through the Channel before in the "Taksang," which was a smaller ship. He read the sailing directions dated 1912, before entering the channel. He had had no difficulty in getting through before. His compass was reliable and without any large deviation.

Answering another member of the Court witness said he had had trouble with his steering gear.

Commdr. Beckwith: And yet you thought it safe to pass 2½ cables from this point?—The tide was setting off the beacon.

Would it surprise you to learn that your ship was only 700 feet from the beacon. Only 100 feet outside a cable. Would that surprise you?—Yes. it would.

That is by scientific angles which have been taken mathematically with a number of different fixes and by sextant angles. The ship is 701 feet from the centre of the beacon?—Even that on my chart would give six fathoms of water.

The beacon is 200 feet from the end of the reef; one of your charts shows that distinctly.

Answering Mr. Blake witness said ships frequently used the channel he intended to use.

By Capt. Wheeler: At what distance from the known danger was the black buoy?—About one cable.

The black buoy is marked three cables from the end of the reef. Using that black buoy as an aid to navigation you are always careful to pass to the north of it?—Yes, but some of the Company's ship go south of it.

Commander Beckwith: Do you consider 2½ cables is safe when the sailing directions say you shall not pass within three cables of it. Do you want me to put that down?—I don't remember seeing that in the sailing directions.

Capt. Wheeler: I submit it is in the sailing directions and you told the Court you read them?—Yes. I cannot say I remember it now.

You meant to pass about two or three cables off the beacon?—Yes.

The current was running east?—Yes.

You would first steer north, hauling slowly to the east?—Yes.

The current would be on the port side?—Yes.

And heading to round the beacon you would be steering N. E. by E. gradually hauling round.

Under those conditions you say the current would be setting off the reef?—Exactly.

You do not think it would be setting to S.E.?—No.

Did you take the ship's position?—Coming round in a tide like that I had no time to check the position. The Chief Officer was taking an azimuth.

The Chief Officer could have taken a vertical angle on Hainan Bluff?—He may have done.

The immediate need of the ship was that it was more important to know your position than that the Chief Officer should be taking azimuths. That was the pressing need wasn't it?—I don't know if it was more important.

There was a hope of taking an azimuth when you had passed the point but there was no hope of getting round if you stuck there?—No.

You did know that a vertical angle on Hainan Bluff of 47 min. would give you a distance sufficient to clear all danger?—Yes. I don't know if the height of the hill is correct.

No doubt having been cast on the height of the hill wouldn't you take it in preference to, your own judgment in rounding the submerged danger?—Yes.

The Court may take it that you at no time from the moment you hove anchor till you struck the reef was the ship's position checked?—No.

Have you any cause to doubt the accuracy of your chart?—None whatever.

Then you don't contend the beacon is marked on the shoal water?—I do. It is marked on the end of the reef in my chart.

Outside the beacon there is a faintly defined line showing shoal water.—Yes.

On a clear chart you will notice that this foul water extends for a cable and a third. There was no reason why you should not have had an up-to-date chart?—The reason I did not was that the chart had been used before and as we were going into dock and then going on the Java run I intended to get the Java charts.

As you elected to use the old chart why didn't you elect to use the same courses as before or the same distances?—I allowed to pass the beacon by two or three cables.

After further questions Capt. Wheeler asked: Will you tell us how you came to be so far out in your judgment or your estimated distance from that point?—I cannot tell you that.

You tell the Court you struck an uncharted rock. You admit that you did nothing to obtain the ship's position either when rounding the point or when the ship struck.

Evidence was given by the Chief Officer who said he took an angle off Hainan Bluff and found it was 1 deg. 7 mins.

At the opening of the afternoon session Mr. J. A. Lindsay, second officer of the "Fausang," was called. Questioned by Mr. Blake he said after the stranding he went to the "Hok Canton." The master asked him how the "Fausang" got in that position and remarked that he did not see how they could have touched anything if they were 2½ cables off the beacon.

Answering Capt. Wheeler witness said he did not give a compass bearing of the red buoy to the captain of the "Hok Canton."

The Court then adjourned to consider its finding.

SLEEPING SICKNESS.

NOTIFIABLE IN LONDON.

Important additions to the list of diseases notifiable within the area of the London County Council have been made by an Order issued by the Minister of Health.

The order came into force on April 28th and the diseases to which it refers are ophthalmia neonatorum, acute encephalitis, lethargia (sleeping sickness), malaria, dysentery, trench fever, acute primary pneumonia, and acute influenzal pneumonia.

LAND GIRL'S STORY.

HEALTH AND HAPPINESS.

COUNTRYSIDE CHARMS.

The following from the pen of a land-girl is published by a Home paper:—

In the quiet of my room on this Sunday afternoon with a good week's work behind me and pleasant anticipations of the week to come, I've been recalling the happenings that made me a land-worker. It seems but yesterday that I was a weedy, anæmic towns-woman, tormented by headaches, dissatisfied, and far from happy. I am "in the pink" and supremely content. Perhaps I can help others by setting my simple story down. The doctor gave me the idea. He has been in charge of our family for nearly thirty years, and in that time has learned to know quite a lot about it. "I don't think your present work is doing you any good," he said. "There is nothing to be uneasy about, but I am sure that what you need is the open air. I think that if you could get into the country and work on the land you would soon find your health was all that you can wish." I offered my services in return for instruction, and in the end, after long delays and much loss of original courage, I found through a friend, a small mixed farm in a remote corner of East Anglia on which I was offered training in return for my work, with wages to follow upon usefulness. "Willowlands was reached by the aid of a slow train that travels for rather more than two hours at the rate of about twenty-miles an hour, and then by the aid of a still slower carrier who drives a tilt cart through five intervening villages. The first, by the station, might in moments of exaggeration be called a town, because it has two streets with shops in it. Outside this village you strike open country at once, chiefly plough land, high-hedged and with a sprinkling of old elm trees, but no suggestion of wood or coppice—bleak country in the winter, but looking well cared for. It seemed to me, on the afternoon of my first journey, when I was feeling I had lost sense of my own temerity that I had left the last traces of civilisation behind and was jogging very, very slowly to the end of the world. Then the peaceful mood of the countryside absorbed horse and cart and carrier and passenger. The second village we came to was a cluster of eight cottages without as much as a general store; the one that followed could claim nearly a dozen cottages and an alehouse; the fourth had as many as three shops; the fifth, which gave a wonderful view over the estuary, boasted a church and a school. Then we turned into a lane very narrow and hedges that suggested Devonshire and came at length to a white gate, opening on to a rough track by the side of a pasture. At the far end was a red-tiled farmhouse with white plaster walls and a number of outbuildings rambling round it. The front door opened and a pleasant-looking woman, wearing a white overall, and with sleeves turned up to the elbows, came out. "Well, Jacob," she said to the carrier "and how are you? I see you have Miss—. You had better both come in right away and have some tea; the kettle's boiling." The carrier jumped down with an agility surprising for his years, shouldered my box into the stone-floored farm kitchen, and finally up into a little room that overlooks the duck-pond and straggling orchard, and beyond that a field where young corn is hand-breadth high.

Some birds were singing, but their song did nothing to break the extraordinary stillness in the air. The world I had known seemed to be a thing of the past and all the interest that had been part of that world seemed suddenly to fall away. I was conscious of the fact that I was bringing what I had of strength and determination to a new and unfamiliar scene and task. This little experience, so trivial in cold print and yet so breathlessly exciting to me, is only a few weeks old, but already the old life seems to belong to another century. I am conscious of something at once bigger and more satisfying although much simpler, than the life I have abandoned, and find myself thinking with anxious sympathy of my fellow-workers pursuing their appointed tasks in crowded city ways.

RICH GOLD.

DISCOVERY IN AUSTRALIA.

Sydney, May 10.—What is regarded in mining circles as an excellent development was officially announced this afternoon by the Amalgamated Hill End Company. Very rich stone was reported to have been found last week, but the official reports issued late to-day went to more than confirm the previous statement. The mine is part of the Marshall Hill End Gold Mines, and the Amalgamated Hill End Company holds a tribute until Aug. 11 over the territory in which latest discoveries have been made. Samples which were assayed in Sydney to-day gave returns of 370 oz. and 680 oz. to the ton respectively. The reef is said to be widening and dipping into country hitherto unknown.

KINEMA NOTES.

HONGKONG THEATRE.

Norma Talmadge, the favourite screen artist, is appearing in a Triangle Fine Art drama of lawless passions, entitled "The Devil's Needle," at the Hongkong Theatre this week. This drama is full of emotional and sensational incidents in which Norma as Rene and Marguerite Marsh as Wynne take the leading roles.

The story is that Wynne is the daughter of a man of stern principles who is exceedingly proud of her engagement with his junior partner, Hugh Gordon. Rene, an artists' model in love with White, the artist, became jealous when Wynne was invited to pose for an unfinished picture on which White was working. Wynne finally marries the artist and is discovered by her father. Rene gives herself up to a wild debauch with drugs and White grows into the same habit steadily. Wynne is forced to leave him and beg for the protection of her home. Gordon, her former lover, urges her to divorce her husband and marry him, but she declares her intention of standing by White in the hour of his greatest need. White, overhearing her, determines to rid himself of the habit to allow her freedom and disappears to fight against it. Rene became remorseful for the damage done to the life of the man she loves, retires from the scene and from his life, thus leaving a chance for Wynne to be reunited with White. The picture is well worth seeing, being interspersed with many sensational scenes and characterized by excellent acting.

156 MILES AN HOUR.

MR. TONY MILTON'S ACHIEVEMENT.

New York, April 28th.—With flames bursting through the hood of his 16 cylinder motor-car, Mr. Tony Milton, at Daytona Beach, Florida, yesterday, established the world's speed record, covering his first mile in 23·07 sec., and his next mile in 23·17 sec, or a rate of 156 miles an hour. When he had passed the tape Mr. Milton calmly slowed down and drove the car into the sea to extinguish the flames.

TO-DAY'S ADVERTISEMENT.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
WEDNESDAY, June 16, 1920,
commencing at 12 o'clock (noon),
at their Sales Rooms, Duddell Street.

10 cases Yellow Laundry Soap,
2 ,, Parrot Powder Soap,
10 ,, Iron Door Bolts,
20 ,, Fluid Magnesia,
600 lbs. Square Metallic Packing,
1 roll Asbestos Metallic Cloth,
5 casks Soft Soap,
90 doz. Padlocks.

Also
A Quantity of Sundries.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, June 15, 1920.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE Management of the "China Mail" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "China Mail" unchanged.

Hongkong, May 17, 1920.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

AS from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the "China Mail," will be charged for at the rate of $1. each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17, 1920.

NOTICE.

THE Offices and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District WILL BE CLOSED to Public Business on MONDAY the 21st instant.

T. D. MOORHEAD,
Commissioner of Chinese Customs,
Kowloon and District.

York Buildings,
Hongkong, June 14, 1920.

REPULSE BAY HOTEL.

WEDNESDAY, June 16th.
TEA DANSANT from 4 to 7 P.M.
DINNER DANCE from 8 P.M.

SATURDAY, June 19th.
TEA DANSANT from 4 to 7 P.M.
DINNER DANCE from 8 P.M.

SUNDAY, June 20th.
ORCHESTRAL CONCERTS during TIFFIN and AFTERNOON.

FLYING
SUNDAY, June 20th.
(Weather permitting)
Commencing at 2.30 P.M.

Tickets for flights and full particulars may be obtained at the Hongkong Hotel Main Office, or at Repulse Bay Hotel.

J. H. TAGGART,
Manager.

FOR A LAME BACK.

WHEN you have pains or lameness in the back bathe the parts with Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this liniment and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

CONSTECO

Announcement of New China Office.

IN order to give customers in the Orient quick, convenient, and dependable service, we have opened a new branch office at

NANTUNG BUILDING,
22, KIUKIANG ROAD,
SHANGHAI

This office is in charge of Mr. Gilbert L. Robinson, who comes to Shanghai with an intimate knowledge of manufacturing conditions and every facility of leading American Steel Manufacturers for assisting users of all iron and steel products.

As our Member Companies' annual ingot producing capacity is in excess of 12,000,000 tons annually we are in position to handle the largest requirements as well as to quote fair prices.

Inquiries should include exact specifications, giving quantities desired, particulars as to size, weight, packing, country of destination, etc., and purposes for which the materials are required.

Consolidated Steel Corporation

SOLE EXPORTERS OF THE COMMERCIAL PRODUCTS OF

BETHLEHEM STEEL COMPANY
BRIER HILL STEEL COMPANY
CAMBRIA STEEL COMPANY
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LUKENS STEEL COMPANY
MIDVALE STEEL & ORDNANCE CO.
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SHARON STEEL HOOP COMPANY
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165 Broadway, New York, U.S.A.

BRANCH OFFICES AND REPRESENTATIVES IN

San Francisco, Seattle and New Orleans; Montreal and Toronto; St. John's, Newfoundland; Mexico City, Havana, Managua, Bogota, Rio de Janeiro, Buenos Aires, Lima, Santiago and Valparaiso, London, Copenhagen, Christiania, Barcelona, Milan, Johannesburg, Calcutta, Shanghai, Sydney, Wellington.

NOTICES.

Packed where they grow, the day they are picked.

APRICOTS	"Del Monte"	per	tin	60
APPLES	"S & W"	,,	,,	60
BLACKCURRANTS	IXL	,,	,,	50
BLACKBERRIES	"Del Monte"	,,	,,	50
CHERRIES WHITE	,, ,,	,,	,,	60
,, BLACK	,, ,,	,,	,,	70
DAMSONS	Chivers	,,	,,	60
FRUIT SALAD	Cluff's	,,	,,	90
GREENGAGES	"Del Monte"	,,	,,	50
LOGANBERRIES	,, ,,	,,	,,	60
PEACHES	,, ,,	,,	,,	60
,, SLICED	,, ,,	,,	,,	60
PEARS BARTLETT	,, ,,	,,	,,	60
PINEAPPLE	,, ,,	,,	,,	45
PLUMS VICTORIA				
RED & GOLDEN	Chivers	,,	,,	60
RASPBERRIES	"Del Monte"	,,	,,	75
STRAWBERRIES	,, ,,	,,	,,	75

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NEW RECORDS RECEIVED.

A 1516	Cohen on the 'Phone / Happy 'Tho Married	Comic	
A 2251	Simplicity / L'ardita Valse	Whistling Solo	,,
A 2494	The Boy & the Birds / In the Valley of Sunshine	Descriptive Tenor Solo	Princes Band / Henry Burr
A 2885	Peggy / Say it with Flowers	,, ,,	C. Harrison / ,, ,,

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THE BEST & MOST COMFORTABLE MOTOR CARS
AT
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HUDSON or CHANDLER, 7-passenger Motor Car $12.00
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TOOTH PASTE
FRESH STOCK JUST ARRIVED.
COLONIAL DISPENSARY.
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What is TANSAN? Why! The famous Japanese Natural Mineral Water.

"THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC.
TANSAN is a DELICIOUS DRINK.
TANSAN is ABSOLUTELY PURE.
TANSAN is an AID TO DIGESTION.
TANSAN does NOT LOWER THE SYSTEM.
TANSAN is a PICK ME UP.
TANSAN has NO EQUAL.
TANSAN is FREE FROM BACTERIA.

If you have never tried TANSAN do so AT ONCE. Taste it alone, mix it with your WHISKY, try it with MILK, and remember you are drinking

"The Choicest of all Choice Waters."
TANSAN

Beware of spurious imitations which are unpalatable and dangerous.
See that the label bears the name of
J. CLIFFORD-WILKINSON.
Tansan can be obtained at all 1st Class Hotels in the Far East.
Awarded Gold Medal at Anglo-Japanese Exhibition.

AGENTS.—
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HONGKONG, CANTON & MACAO STEAMERS.

THE SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

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To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
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Police Permits to leave the Colony are not required.
Further information may be obtained at the COMPANY'S OFFICE, Hotel Mansions, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
NEW YORK.
S.S. "LOWTHER CASTLE"
About end of July.

LLOYD TRIESTINO

FOR SHANGHAI AND YOKOHAMA.
S.S. "PERSIA"
Sailing on or about 20th June.
S.S. "PILSNA"
Sailing on or about 11th July.
FOR BRINDISI, VENICE & TRIESTE
TAKING CARGO ON THROUGH B/LADING TO LEVANT, BLACK SEA & DANUBE PORTS.
S.S. "PILSNA"
Sailing on or about 12th August.

NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL S. S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA
FOR JAPAN.
S.S. "RIOJUN MARU"
Sailing on or about 27th June.
FOR JAVA.
S.S. "HOKUTO MARU"
Sailing on or about 27th June.

OCEAN TRANSPORT Co., Ltd.
(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN PORTS with transhipment at CALCUTTA.
in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
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For Freight or Passage on any of the above Lines apply:—
DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.
(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
HAVRE MARU (Call Marseilles) Saturday, 19th June.
HIMALAYA MARU (Call Marseilles)...Sunday, 11th July.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
SEATTLE MARU Thursday, 8th July.
MEXICO MARU Beginning of August.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
GANGES MARU.....Friday, 25th June.
BURMA MARU Middle of July.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.
SHISEN MARU Friday, 2nd July.
SYDNEY, & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.
MITSUKI MARU Thursday, 17th June.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.
ARABIA MARU Tuesday, 28th June.
ARIZONA MARU Saturday, 17th July.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.
AMAZON MARU Saturday, 26th June.
JAPAN PORTS—Moji, Kobe Yokkaichi, Yokohama.
BORNEO MARU (Moji) Thursday, 17th June.
KOHSOKU MARU (Y'hama, Kobe) ...Wednesday, 23rd June.
KEELUNG via **SWATOW & AMOY**—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.
AMAKUSA MARU.....Monday, 21st June.
TAKAO via **SWATOW** and **AMOY**.
SOSHU MARU Thursday, 17th June.
For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager.
Tel. No. 744 and 745. No. 1, Queen's Building.

THE CHINA & AUSTRALIA S. S. CO, LTD.

For MELBOURNE & SYDNEY, via MANILA, SANDAKAN & QUEENSLAND PORTS

"GABO" (Cargo only) July 2nd.
"HWAH PING" July 4th.
(*Calling at Port Darwin).
For Passage and Freight apply to—
THE CHINA & AUSTRALIA S. S. CO., LTD.
Connaught Road Central. Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
SHANGHAI	SUNNING	June 17, at Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	KUTCHOW	June 18, at 4 p.m.
SHANGHAI & TSINGTAO	CHENAN	June 19, at 4 p.m.
AMOY, SHANGHAI AND PUKOW	SUIYANG	June 22, at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Telephone No. 32. AGENTS.

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe).

"CROSSKEYS"	About June	18th.
"ICONIUM"	About June	22nd.
"WHEATLAND MONTANA"	About July	13th.
"ENDICOTT"	About July	16th.
"EIKTON"	About Aug.	12th.

For PORTLAND Direct.
(Calling at Shanghai and Kobe).

"MONTAGUE"	About June	15th.
"WABAN"	About June	23rd.
"ABERCOS"	About July	4th.
"PAWLET"	About July	26th.

Through Bills of Lading issued to Overland Common Points.
FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE,
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via Panama

S.S. "WYTHEVILLE" Sails about June 24th

For freight space and particulars apply to:—
BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE,
TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE REWARDS	ABOUT	SAILING	ABOUT
S.S. WEST HIXON	June 15.	S.S. WEST HIXON	June 17.
S.S. WEST MONTOP	July 10.	S.S. WEST MONTOP	July 12.
S.S. WEST HIKA ...	Aug. 10.	S.S. WEST HIKA ...	Aug. 12.

Through Bills of Lading to all U.S. and Canadian Overland Points; no Tranhipment en route.
Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.
HEAD OFFICE:—LOS ANGELES, CALF.
BRANCH OFFICES:—KOBE, SHANGHAI, MANILA, SINGAPORE.
HONGKONG OFFICE:—Prince's Buildings, Chater Road.
CHAS. E. RICHARDSON,
Telephone No. 1062. General Agent for South China.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.
SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.
Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong.
†SHINYO MARU	22,000	17th June.
*PERSIA MARU	9,000	5th July.
†KOREA MARU	20,000	14th July.
TENYO MARU	22,000	11th Aug.
§SIBERIA MARU	20,000	10th Aug.

§ From Yokohama. † Call at Keelung. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.
HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.
Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong:
KIYO MARU	7,210	July 12th.
ANYO MARU	00	Sept. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific [illegible] Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For all information as to rates, freight space, sailings, etc., apply to—
Y. TSUTSUMI, MANAGER,
Telephones 2474 and 20 King's Building.

SHIPPING

CPOS

SAILINGS
G to VANCOUVER
(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama).

STEAMERS	FROM HONGKONG	VANCOUVER
Empress of Russia ...	July 1	July 19
Empress of Japan ...	July 20	Aug. 10
Empress of Asia ...	July 29	Aug. 16
*Monteagle	Aug. 12	Sept. 5
Empress of Russia ...	Aug. 26	Sept. 13
Empress of Japan ...	Sept. 14	Oct. 5
Empress of Asia ...	Sept. 23	Oct. 11
Empress of Russia ...	Oct. 21	Nov. 8
*Monteagle	Oct. 26	Nov. 19
Empress of Japan ...	Nov. 9	Nov. 30
Empress of Asia ...	Nov. 18	Dec. 6
Empress of Russia ...	Dec. 16	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders booked here, will cover all such reservations.

For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 182. Cable address: CACANPAC.
CANADIAN PACIFIC
OCEAN SERVICES

CHINA MAIL S.S. CO., LTD

FREIGHT AND PASSENGERS.
"NANKING" (15,000 tons). "NILE" (11,500 tons). "CHINA" (10,200 tons).
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING"	"NILE"	"CHINA"
August 19th 1920.	June 19th 1920.	July 22nd 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
O. H. RITTER, Prince's Buildings, 1st Home Street.
Tel. Passenger Dept. 1934. Tel. Freight Dept. & Agent. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING.
HAILOONG	Capt. J. S. Thomson...	TUESDAY, 15th June, at 2 p.m.
*HAIHONG	Capt. W. C. Passmore..	FRIDAY, 18th June, at 2 p.m.
HAICHING	Capt. A. H. Stewart....	TUESDAY, 22nd June, at 2 p.m.

*Calling at Amoy for passengers only.

AMOY.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK
VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to:—
THE BANK LINE, LTD.,
MANAGING AGENTS

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED;

FOR	STEAMER	SAILS.
LONDON AND HAMBURG...	"KATHLAMBA".....	On 10th July,

Subject to change without notice.
THE BANK LINE, LTD.
Or to REISS & Co., Canton. General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE
"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LD. & CHINA MUTUAL S.N. CO., LD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LD.)
SAILINGS FROM HONGKONG.

"EDUCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal as Owners' option.
Subject to change without notice.
For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
HONGKONG & CANTON REISS & CO., CANTON.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

FUTURE OF PALESTINE.

LONDON, June 13th.

The Right Hon. Herbert Louis Samuel, P.C., has been appointed Knight Grand Cross of the British Empire on appointment as High Commissioner of Palestine.

Sir Herbert Samuel, in a statement of policy, says that complete religious liberty will be maintained in Palestine. The sacred places will remain under the control of the adherents of the respective religions. The civilian administration of the country will be immediately established, the higher ranks consisting of British officials and the other ranks being open to the local population irrespective of creed. Order will be firmly enforced, and the economic development of the country will be actively promoted. Measures will be adopted to reconstruct the Jewish national home. Roads, railways, harbours and electric power will be provided. The soil will be highly cultivated and wastelands reclaimed, forests planted, malaria extirpated, industries in towns and villages encouraged, and immigration developed.

GOVERNMENT TRANSPORT SCHEME.

LONDON, June 11th.

The *Times* says that, under the Government transport scheme, the railways have been concentrated into the hands of eleven companies. The ports will be provided with railway facilities, irrespective of the individual companies.

LONDON, June 11th.

The *Daily Express* understands that the Cabinet has adopted the transport scheme by which the transport organisation is directed by the State, although the actual undertakings remain in private ownership.

The Transport Ministry becomes permanent with a considerable power of control of transport services.

The project of nationalisation of railways has been rejected.

UNREST IN IRELAND.

LONDON, June 11th.

Sinn Feiners attacked the police barracks at Carrigadroside, County Cork, and partially destroyed the building with explosives. The occupants refused to surrender, and repulsed the assailants after a four-hour fight.

COMPOSITORS' STRIKE.

LONDON, June 11th.

Following on a ballot, the Typographical Association has refused the employers' offer of a 10s. increase in wages, and have tendered notices to strike in a fortnight's time.

The Association has a working membership of 26,000.

All machine-minders and compositors in England and Wales are affected.

London, which is included in the sphere of operations of another Association, is not affected by the typographers' strike.

COURT AT BUCKINGHAM PALACE.

LONDON, June 11th.

The first Court in six years was held at Buckingham Palace, and the debutantes included Princess Mary. Trains of feathers were not worn in accordance with royal wishes.

REPUBLICAN CONVENTION.

CHICAGO, June 11th.

The Convention has adopted its platform.

The platform does not mention Prohibition. The leaders, however, say that the plank regarding the maintenance of law and order is really a Prohibition plank. Similarly the platform does not refer to Ireland. A proposal regarding Ireland in the Drafting Sub-Committee was rejected without dissent.

CHICAGO, June 11th.

Much interest is shown in the Republican Convention to-day, owing to a contest between a white and a negro for a seat as the delegate for Georgia.

The delegation for Georgia decided in favour of the negro by 12 votes to 3. The Convention loudly appauded the result.

CHICAGO, June 11th.

The following delegates have been nominated as Republican candidates for the presidency:—

General Leonard Wood, ex-Chief of the Staff of the American Army; Mr. Lowden, Governor of Illinois, Senator Hiram Johnson, ex-Governor of California, and also Mr. Coolidge, the Governor of Massachusets.

CHICAGO, June 11th.

The Republican Convention is sitting until the President candidate is nominated. It may sit the whole night.

A resolution recording the inexpressible loss caused by the death of Mr. Theodore Roosevelt was adopted, all standing.

CHICAGO, June 11th.

The Republican platform opposes the Versailles Treaty and the League of Nations and commends Republican Senators for not ratifying the treaty. It advocates an international court of justice, and denounces President Wilson for asking for the mandate for Armenia. It pledges the coming Republican administration to such an agreement as will meet the full duties of America to civilisation and humanity.

The Treaty plank declares that the Covenant of the League has signally failed to accomplish peace, and has unjustifiably repudiated the policies of George Washington and James Monroe, and declares that the unfortunate insistence of President Wilson upon having his own way compelled the Senators to vote on their own judgment or submit to the commands of a dictator.

The platform condemns the Government's Mexican policy, and pledges the Republican Party to follow a firm policy towards Mexico.

CHICAGO, June 11th.

A resolution of the Committee has adopted the Treaty plank in the platform favouring the adoption of the separate peace resolution.

CHICAGO, June 11th.

The Republican platform condemns President Wilson for asking Congress to empower him for the acceptance of the mandate for Armenia, and says that the acceptance will throw America into the maelstrom of European quarrels and necessitate sending 12,000 Americans to police Armenia at an expenditure of $750,000,000 for five years. The Republican Party will oppose the acceptance of a mandate for any country in Europe or Asia.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong, (about)	Destination
"NELLORE"	7,000	16th June at Noon.	Singapore, Penang, Colombo, Bombay, Port Said, Marseilles and London.
"KARMALA"	9,000	1st July	MARSEILLES LONDON & A'werp.

BRITISH INDIA-APCAR SAILINGS (South)

"JAPAN"	6,100	15th June at 1 p.m.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" "EASTERN"	4,500 4,000	20th July. 13th Aug.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,600	16th June at 8 a.m.	Shanghai and Kobe.
"DEVANHA"	8,100	19th June	Shanghai and Japan.
"ST. ALBANS"	4,500	29th June	Kobe direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Vœux Road Central. HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU Tuesday, 15th June, at 11 a.m.
TAJIMA MARU (Calling Manila & Keelung) Wday, 30th June, at 11 a.m.
KATORI MARU (Calling Manila Sunday, 4th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

INABA MARU Sunday, 27th June, at Noon.
KAMO MARU Friday, 9th July, at Noon.
IYO MARU Friday, 23rd July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore. Colombo, Suez and Port Said.

TSURUGA MARU Monday, 21st June.

LIVERPOOL & MARSEILLES via Singapore. Colombo, Suez and Port Said.

TOKIWA MARU Friday, 9th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 23rd June, at 11 a.m.
NIKKO MARU Wednesday, 21st July, at 11 a.m.

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TOYOOKA MARU Sunday, 20th June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU Beginning of July.

BOMBAY & COLOMBO via Singapore.

TAIAN MARU Friday, 18th June.
YETOBOFU MARU Friday, 2nd July.

CALCUTTA & RANGOON via Singapore & Penang.

DELAGOA MARU Sunday, 27th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Monday, 21st June, at 11 a.m.
AKI MARU Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU Wednesday, 16th June.
IYO MARU Friday, 18th June, at 11 a.m.

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San Francisco via Shanghai, Japan &c.	Persia Maru	Toyo Kisen Kaisha	On 5th July.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 14th July.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 11th August
San Francisco via Shanghai, Japan &c.	Nile	China Mail s.s. Co., Ltd.	On 19th June.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 22nd July.
Seattle, Tacoma, Victoria & Vancouver.	Crosskeys	The Admiral Line	On 18th June.
Victoria, Vancouver, Seattle & Tacoma.	Arabia Maru	Osaka Shosen Kaisha	On 26th June.
Victoria B.C., & Seattle via S'hai, &c.	Fushimi Maru	Nippon Yusen Kaisha	On 15th June, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Ld.	On 1st July.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ld.	On 20th July.
Shanghai, Kobe and Yokohama	Penang Maru	Nippon Yusen Kaisha	On 16th June.
Australian Ports via Manila	Tango Maru	Nippon Yusen Kaisha	On 23rd June at 11 a.m.
Australian Ports via Japan	Kyio Maru	Toyo Kisen Kaisha	On 12th July.
Shanghai and Kobe	Gregory Apcar	P. & O.-B.I. & A.L.	On 16th June.
Portland	Montague	The Admiral Line	About 16th June.
Shanghai and Yokohama	Persia	Dodwell & Co., Ltd.	About 20th June.
Nagasaki, Kobe & Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 25th June, at 11 a.m.
Shanghai and Japan	Devanha	P. & O.-B.I. & A.L.	On 19th June.
Amoy, Shanghai and Pukow	Suiyang	Butterfield & Swire	On 22nd June, at 3 p.m.
Shanghai and Tsingtao	Chenan	Butterfield & Swire	On 19th June, at 4 p.m.
Calcutta via Straits & Rangoon	Delagoa Maru	Nippon Yusen Kaisha	On 27th June.
Singapore, Penang & Belawan-Deli	Van Waerwijck	Java-China-Japan Lijn	On 17th June.
Keelung via Swatow and Amoy	Amakusa Maru	Osaka Shosen Kaisha	On 21st June.
Saigon, Bangkok & Singapore	Shisen Maru	Osaka Shosen Kaisha	On 2nd July.
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London and Antwerp	Havre Maru	Osaka Shosen Kaisha	On 19th June.
London via S'pore, Pang & C'bo &c.	Inaba Maru	Nippon Yusen Kaisha	On 25th June, at Noon.
Mauritius, Delagoa Bay, Durban	Seattle Maru	Osaka Shosen Kaisha	On 4th July.
Marseilles, London & Antwerp	Nellore	P. & O.-B.I. & A.L.	On 18th June.
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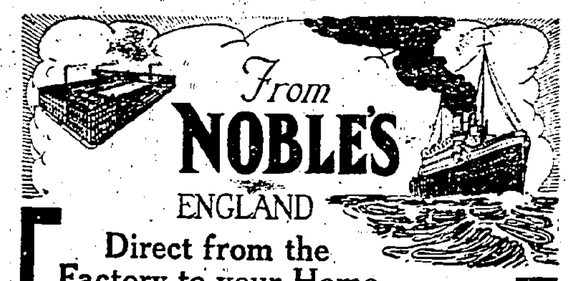
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HONGKONG.

THE "PHARIES".

A GOOD SHOW.

H.M.S. "Titania," in fact, every Jack Tar in the China Station has every right to be proud of the "Pharies", after last night's show in aid of the Seamen's Institute. It is conceded by the large gathering present—among them H.E. the Governor, accompanied by Lady Stubbs and party—to be the best amateur vaudeville company yet seen in Hongkong. The lengthy and well arranged programme contained twenty-six items, everyone of which was a "fetcher," and was well received by the audience. The two "ladies" of the company, Phyllis and Olive, sustained their parts well, and were at their best in "Stop it, John," "Pride of the Pier," "Oh Johnnie, Oh" and "My Moon." They thoroughly deserved the beautiful bouquets they received. The concerted acts, in which the members of the company blended their voices most effectively, were very popular with the audience, especially "Ragging thro the Rye" and "Saddie", to mention only a couple. The song scene "Indian Rag" by five members of the company got up as Red Indians was much applauded. Wal Rivers, the leading man of the company and H.W. Bray gave a fine rendering of "Down the Vale". T. Martin's sentimental song "Parted" had more than ordinary merit, whilst the essential humorous part of the programme was well catered for by "Two Musical 'Pharies'" with "Tally Ho!" Wal Rivers with "Finnigan's Ball" and S. Masters with "Stop your Stuttering Sammy". The Cottage by the Sea", by five 'Pharies' was also great, while the concerted "Topical" which had reference to the strike and other local topics, caused roars of laughter. The Band of the Wiltshire Regiment which was in attendance, added much to the success of the evening with some fine selections during the interval. No report of last night's show would be complete without making special mention of the nine young ladies who sold programmes and chocolates in the theatre, helping considerably towards swelling the Institute Fund. When the National Anthem was ultimately played it was a very satisfied crowd which left the theatre. The 'Pharies' can be sure of a great welcome next time they appear on the local "boards." Other ships would do well to form glee partics of their own, and then with weekly concerts, Hongkong would outlive the bad reputation it now has of being the "one horse" town as far as amusement for shore leave seamen is concerned.

THE RESERVOIRS.

Despite the fact that a considerable amount of rain has fallen recently there is still plenty of room for more water in our reservoirs. Even if the rain should stop for some time now—and this must be the heartfelt wish of all—there doesn't seem any danger of a water shortage. The total capacity of the Colony's reservoirs is 2,430.01 million gallons and at 6 a.m., yesterday they had impounded 2,054.96 million gallons. The huge reservoir at Taitam Tuk at that time was 16ft. 9ins. below overflow. It contained 1,042.01 million gallons, but there is still room for another 376.99 million gallons before the full capacity is reached. Taitam Intermediate, Pokfulum and Kowloon reservoirs are level with the overflow and their capacity is 195.90, 66.00, and 352.50 million gallons respectively. The fact remains, however, that it's still raining. Once all the reservoirs are full perhaps the fiat will go to the weather expert to turn off the tap.

A PHARIE JOKE.

The august name of the *China Mail* was taken in vain by The Pharies last night, "coupled with," as the toast master says, the name of a prominent business man. It was made the subject of hilarity. During a burlesque, in which one of the Pharies was supposed to be driving a horse at a furious rate he was told "You look like J—ns—e riding a winner at the races." Softly came the retort" and you look like the *China Mail* by the way you pulled me up." Then they laughed.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

NEXT AMERICAN PRESIDENT.

HARDING IS A GOOD ORGANIZER.

Warren G. Harding who is to be the candidate of the Republican party for President of the United States at present represents the state of Ohio in the United States senate. He is a native of that state, having been born in one of its country towns, Blooming Grove, on November 2, 1865, and will therefore be exactly 55 years old on election day, which happens to fall on November 2 of this year.

He took his seat in the senate March 4, 1915, for the term which would have ended in March of next year. He had previously been a member of the Ohio state legislature, serving in both branches, and in 1904-5 served as lieutenant governor of the state.

The nomination of Harding is a victory for the "standpat" or organization wing of the party, as dintinguished from the independents of the Johnson type. He it was who in 1916, when the Roosevelt sentiment threatened to override the organization plans for the control of the nominating convention, was chosen by the organization as the convention chairman; and the Roosevelt followers still remember how successfully he prevented any Roosevelt demonstration. However, he and Roosevelt afterwards became good friends, this friendship being based, it is said, upon Roosevelt's discovery that Harding possessed elements of real statesmanship. It is known that the two were often in conference on questions growing out of the war and America's participation in it, and on the reconstruction problems.

In private life Senator Harding is a newspaper publisher, on which business he entered in 1884. As the publisher of a daily paper in a country town, Marion, Ohio, he necessarily learned and at different times discharged the duties of every department of it, from printer's devil to editor-in-chief, and it is said that he has become so greatly attached to this child of his early years that he has many times refused to name a sale price for it.

If publisher Harding should be menaced by labour leaders in the campaign it is likely they will be met by the full force of his pubishing plant, in which there has never been a strike nor a threat of labour trouble.

In the treaty fight in the senate, Senator Harding has stood with Senator Lodge, the party leader, voting for ratification of the treaty with the Lodge reservations.

ORGAN RECITAL.

ST. JOHN'S CATHEDRAL.

The organ recital at St. John's Cathedral last evening was thoroughly appreciated by the large concourse of good music lovers present.

Mr. Denman Fuller, F.R.C.O., L.R.A.M., at the organ, in addition to doing full justice to the older works, by Bach, Tschaikowsky, Batiste and Lemare, introduced the compositions of two of our young present day composers, Eric Coates and Herbert Howells. "Isla of the Waters", by Coates was beautifully interpreted by Mr. Fuller, and Rhapsody No. 3, by Howells, is a composition which will hear many repetitions.

The oft-played, but ever beautiful, "Andante", by Batiste, with its mellow flute notes and rippling fugues, remindful of singing birds and running brooks, was excellently interpreted.

The programme of the recital has already been published.

The following paragraph, which was printed on the programme, is reproduced in order that it may receive the widest circulation possible:—

"Mr. Denman Fuller is very desirous of adding a Diaphonic Tuba to the organ, especially as an exceptional opportunity occurs of building and inserting such a stop at a cost of about $500, which is about one third the normal price. Such a stop as this would add an entirely new range of colour and effects at present wanting and render this already fine instrument almost as complete for its size as could be wished."

The collection last evening in aid of the Organ Fund amounted to $110.61. The present organ is a grand instrument now, but anything which can be done to add to its efficiency should receive the hearty support of all who are interested not only in the Cathedral itself, but in the development of music in Hongkong as well. It is hoped that the $500 needed for the building in of the Diaphonic Tuba will be early realized.

The Rev. V.H. Copley Moyle officiated at prayer.

CORRESPONDENCE.

OUR LONGSHORE JUNKS.

[*To the Editor of the "China Mail."*]

DEAR SIR,—I have lately seen in your valuable paper, the good deeds, that were accomplished by Capt. Basil Taylour, our late Harbour Master. Will you now kindly publish one of his faults, it may be the only one, but it is certainly a bad one, and that is the allowing of all the Junks, I should say in Hongkong Harbour, to congregrate on the Water front, from Sunset to Dawn. When our present Harbour Master, Commander Beckwith, held the position before, he did not allow this, but ordered them over to Yaumati, and quite right, for not only are they a source of annoyance to steamers that have to lay at the Jetties, as it takes hours of hard work, and swearing, to get a cargo boat alongside, to take in or put out cargo, but they must be a source of danger to the people living on shore, as they afford a splendid means of escape, for thieves, and all bad characters, and must certaintly cause extra trouble to the police in charge of that district. Yaumati I always understood was a shelter especially built for them, if so, why not keep them there? The excuse I am told, is, that they are afraid of being pirated. This I should say is a poor excuse, as their numbers would be their safety. I counted this evening no less then 37 Junks lying between the Hongkong, Canton and Macao Steamboat Company's Wharf, and the Leung Wing Wharf. Now, Sir, since I started writing this letter, I have heard that only this evening, a man attempted to stab another, and did cut his clothes. This occurred on the H.K.C. and M. Wharf, and before he could be caught, he ran over the s.s. "Honam," on to these junks, and got away. This can be proved if doubted. Now do you not think that some thing should be done in this matter? I only hope abler pens will take the matter up.—I am Sir, yours faithfully,

SKIPPER.

[Sorry we can't see eye to eye with "Skipper" about this. We agree with Capt. Basil Taylour.—ED., *C. M.*]

LEGISLATIVE COUNCIL.

Our Legislative Council meets on Thursday, 17th. The Hon. Mr. P. H. Holyoak, has given notice that he will ask the following questions:—

1. In view of the shortage of Hospital accommodation in this Colony will the Government sanction the attendance of patients' own physician or surgeon desired, at the Government Civil Hospital and the Barker Road Hospital, and will the Government also arrange for an additional number of private rooms for this purpose both in the 1st and 2nd class wards?
2. What steps has the Government taken to provide Hospital accommodation for "maternity" cases on the Peak?
3. Is it not a fact that the house called "Lyeemun" next the Victoria Hospital was purchased by the Government for the express purpose of turning it into a maternity annexe of the Victoria Hospital and if so why has if not been put to such use?
4. In view of the dangerous condition of some of the new motor roads both in Victoria and the New Territory and the approach of the rainy season which will make them more dangerous, what steps have the Government taken for a daily patrol on and report of all the important roads in the Colony and New Territory?
5. In view of the fact that during the last 10 months and even within the last 10 days several cases of suspected rabies infection have had to leave the Colony for treatment in Shanghai, will the Government immediately take steps to provide the same treatment here?

The orders of the day include:—

Hon. Attorney General—First reading of a Bill intituled An Ordinance to amend the Trade Marks Ordinance, 1909.

Hon. Attorney General.—First reading of a Bill intituled An Ordinance to amend the law relating to societies,

Hon. Attorney General,—First reading of a Bill intituled An Ordinance to amend the Public Health and Buildings Ordinance, 1903.

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NOTICES.

DAIRY FARM NEWS.

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SELECTED KIPPERS	40	"	"	"
RED HERRINGS	30	"	"	"
FROZEN SALMON (Canadian)	60	"	"	"
SALTED SALMON (Siberian)	20	"	"	"

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MONDAY, JUNE 14th

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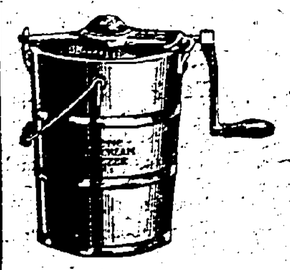
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BURMA RICE AND CEYLON.

THE OFFICIAL REPORT ON RECENT DEPUTATION.

The Ceylon Government issues the following communique on the work of the deputation which recently visited Burma from Ceylon in connection with the shortage of rice in that island:—

The commission consisting of Messrs. S. E. Hancox, deputy food controller, A. D. Skrine and E. G. Anamally, reached Rangoon on the evening of April 15. In the initial stages of their negotiations they found that an impression existed, both among officials and the mercantile community, that Ceylon's attitude was unduly exacting and even ungrateful towards the Government of India. The treatment accorded to Ceylon by the Viceroy was in their opinion so preferential that considerable resentment had been aroused in Burma by what they assumed to be the attitude of Ceylon. Mr. Hancox, in the first interview with the rice commissioner and Mr. Skrine, in opening the case for Ceylon at the meeting with the rice commissioner and the millers, were most careful to remove this impression.

RANGOON FULL OF RICE.

The commission found Rangoon full of raw rice awaiting export. The people of Burma and all the imported labour, mostly Tamil, eat nothing but raw rice. The commissioner and the merchants of Rangoon had therefore not appreciated the difficulty in Ceylon of persuading the population to take raw rice. The commission had not sufficient time during their short visit to solve the problem of obtaining boiled rice completely. They succeeded however in obtaining a concession that Ceylon should receive practically the whole of any available surplus of boiled rice at Rangoon throughout the year. Tenders for boiled rice have been called for. The Ceylon demand has had the natural effect of raising the price and it remains to be seen what quantities will be offered at or below the control price fixed by the Government of India for the purchase of rice at Rangoon. Mr. Hancox remained at Rangoon to watch the result of the tenders.

The commission was empowered to select rice agent for the Government of Ceylon. Very satisfactory arrangements have been made by which a first rate firm, Messrs. Steel Brothers & Co., has been engaged at a rate which compares very favourably with that paid by other governments to their agents. Many of the difficulties as regards adulteration and shortage will, it is hoped, be now removed and prompt telegraphic advices of shipments will considerably facilitate the sale of the different grades of rice to the merchants in Ceylon. Great credit is also due to the commission for securing a substantial reduction in marine insurance charges. The saving under this head alone will almost counter balance the charges which will be paid to the rice agents.

RESULT OF NEGOTIATIONS.

As a result of the negotiations conducted by the commission, the rice commissioner has agreed not to claim immediate payment for the balance 70,000 tons out of the allotment of 210,000 tons not shipped by the end of April, but he will probably claim interest on any balance of a contract for 60,000 tons not shipped by the end of May, and rent and insurance on such balance. He has agreed to ship rice at a rate which will not lead to the congestion of the port and of the storage accommodation in Colombo. Other outstanding questions of finance and storage at Rangoon have also been effectually cleared up.

The numerous interviews and conferances attended by the commission entailed heavy work at hard pressure throughout their visit; their negotiations were conducted with considerable skill and tact and they are to be congratulated on the success of their efforts. How far they will have succeeded in obtaining supplies of boiled rice in place of raw rice remains still to be seen. The uniform courtesy with which they were received by the rice commissioner and leading members of the mercantile community of Rangoon, and to which they testify in their report will no doubt be greatly appreciated in Ceylon.

A WARNING TO MOTHERS.

Never give a baby a sleeping draught, a soothing mixture, or an opiate of any kind whatever, except by the order of a competent doctor who has seen the child. All these things are poison, and they are moreover utterly needless, while the sleep they give is unhealthy, unnatural and injurious.

In Baby's Own Tablets there is not one atom of "sleeping stuff." Yet by their beneficial, healthy action they give refreshing sleep, sleep from which the child awakens bright and well.

Mrs. George Foote, of St. Thomas, Ontario, Canada, writes:—"My baby was troubled with diarrhœa, was very restless and cross, and got but very little sleep. I hardly knew what to do with her. I got a bottle of Baby's Own Tablets and after using them she could sleep well and her bowels became regular. I am much pleased with the Tablets and think them a fine medicine."

Baby's Own Tablets, the Canadian children's remedy, are obtainable from chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuen Road Shanghai.



Ask the men who wear Shirley President Braces the reason of the popular favour this famous brace enjoys and they will tell you they hardly know they have braces on when they wear Shirley Presidents—fashioned to the contour of the figure—every pair guaranteed by the makers.

Look for the name "Shirley President" on the buckles.

For Sale By Good Dealers Everywhere.

PRESIDENT SUSPENDER COMPANY.

Shirley, Mass., U. S. A. Established in 1876.

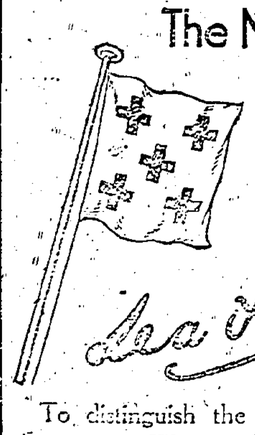
Cable Address PRESIDENT

Western Union, A.B.C.-Fifth Edition and Bentley's Code.

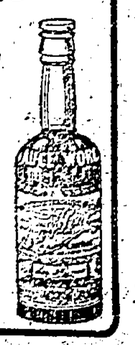
The Negative FLAG

of the Naval Code.

—Say "NO" when offered IMITATIONS of Lea & Perrins' Sauce.



Lea & Perrins



To distinguish the original and genuine Worcestershire Sauce from the many imitations, see that the signature of LEA & PERRINS appears in *White* across the *Red* label on every Bottle

BANKS.

ASIA BANKING CORPORATION

HONGKONG.

We handle all financial transactions incident to Foreign Trade.

Current Accounts kept in Gold Dollars, Sterling and Local Currency.

We offer to put Importers in touch with American Manufacturers and Exporters, through the use of the Special facilities of the Foreign Trade Bureau of the Guaranty Trust Company of New York, which are placed at our disposal.

HEAD OFFICE:

NEW YORK.

OTHER BRANCHES:

in

SHANGHAI HANKOW TIENTSIN
PEKING MANILA CANTON
CHANGSHA

EXCHANGE.

Hongkong, June 15, 1920.

On London—
Bank, Wire 3/-6
" On demand. 3/-6⅛
" 30 days' sight 3/-6⅛
" 4 months' sight, ... 3/-6⅛
Credits, 4 months' sight, ... 3/-8⅛
Documentary 4 months' sight 3/-8⅛
On Paris—
On demand, ...
Credits, 4 months' sight, ... 960
On New York—
On demand, ... 69⅛
Credits, 60 days' sight, ... 71⅜
On Bombay—
Wire 177
On demand
On Calcutta—
Wire, ... 177
On demand
On Singapore—
On demand, ... 151
On Manila—
On demand, ... 146
On Shanghai—
On demand nom.
30 days' sight (private paper).. nom.
On Yokohama—
On demand, ... 131
Gold Leaf, 100 fine (per tael) ... 39.20
Sovereigns (Bank's buying rate) $5.60 n.
Silver (per oz.) 44⅛

SUBSIDIARY COIN.

Hongkong 50 cents sub. ... ½% dis.
" 10 " ... ½% dis.
" 5 " ... 1% dis.
Chinese coins " ... 7½% dis.
Bar Silver in Hongkong ... 11% pm.
Chinese Copper Cash... ... 5% pm.
Chinese Copper Cents ...
Rate of Native Interest ... 7% p.a.
Chinese Sub. Coin 7½% dis.
Hongkong Sub. Coin ½% dis.

HONGKONG STOCK EXCHANGE.

HONGKONG, 15th JUNE, 1920

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.
Sterling Exchange 3/6 T. T.
Hongkong Banks, ...$655 b. 645 sa.

MARINE INSURANCE.
Canton Ins. $395 b.
North China Ins. T 160 n.
Union Ins. $195 b.
Yangtsze Ins. $225 n.
Far Easterns

FIRE INSURANCE.
China Fire Ins. $123 n.
Hongkong Fire Ins. $365 b.

SHIPPING.
Douglases $85½ s. 86 sa.
H.K. Steamboats $23½ n.
Indo-Chinas (Pref.) $18 n.
Do. (Def.) ... $207½ b.
Shell Transports 200/- n.
Star Ferries $28½ n.

REFINERIES.
China Sugars$228 n.
Malabon Sugars $56 b.

MINING.
Kaitan Mining Adm. ... 100/- s.
Langkats... } T. 18 n.
Shanghai Loans ... }
S'hai Explorations ... }
Raubs... $1½ b.
Tronoh Mines... 35 b.
Ural Caspians 27/6 n.

DOCKS, WHARVES, GODOWNS, &c.
H. & K. Wharfs $86½ n.
H. & W. Docks $152½ b. 153½ s.
S'hai Docks T. 131 n.
New Engineerings T 26 n.

LANDS, HOTELS & BUILDINGS.
Central Estates$106 b
Hongkong Hotels $125 b.
Hongkong Lands $113 s.
Humphreys $7.25 b.
Kowloon Lands $40 n.
Land Reclamations ... $140 n.
West Points $51 b.

COTTON MILLS.
Ewo Cottons T. 625 n.
Kung Yiks T. 64 n.
Laou Kung Mows
Orientals
Shanghai Cottons T 250 n.
Yangtszepoos T43 n.

MISCELLANEOUS.
Cements $6.80 sa.
China-Borneos
China Lights Old $8½ s. & New $6½ n.
China Providents$7.10 b.
Daily Farms, ... $24 b.
H.K. Electrics $19½/20 sa.
Macao Do.$33 n.
Hongkong Ropes $25 b.
H.K. Tramways $6.90 s.
Peak Tramways (Old) ... $5.40 b.
do (New) $0.70 n.
Steam Laundries $4½ b.
H.K. Steel Foundry $10 n.
Watertboats $12½ b.
Watsons ... $5.60 b. 5.80 sa.
Wm. Powells $11½ b.
Wiseman's $25 b.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE:
Alexandra Buildings, Chater Road.

General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

DONG TOY,
Chief Manager.

Hongkong, January 3, 1920.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: 6 Des Voeux Road, Central.
Hankow Branch: Russian Concession.

DOMESTIC & FOREIGN BANKING.
SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.
Inquiry on our SPECIAL SERVICE will be welcomed.

J. CHANG LY,
Manager.

Hongkong, July 7, 1919.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up — $1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandize.
Loans made on the Provident System.
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c. Undertaken and Executed.
(Rate and Particulars on application) to the Office of

SHEWAN, TOMES & CO.,
General Managers.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 9.30 a.m....Every 10 minutes.
9.30 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.30 p.m....Every 15 minutes.
12.30 p.m. to 2.30 p.m....Every 10 minutes.
2.30 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.,
9.20 p.m. to 11.20 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.

EXTRA CAR—12 midnight.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 noon....Every 15 minutes.
12.00 noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.30 p.m....Every 15 minutes.
5.30 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 6.20 p.m....Every 15 minutes.
6.20 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradors order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

MEE CHEUNG
HIGH CLASS PHOTOGRAPHER.
Ice House Street. Tel. 1013.

A large stock of
Kodaks and Kodak Supplies
Just arrived.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
Sterling £ 1,500,000
Silver $23,000,000
RESERVE LIABILITY OF PROPRIETORS } $15,000,000

COURT OF DIRECTORS:
Hon. Mr. R. V. D. Parr,— Chairman,
A. H. Compton, Esq.,—Deputy Chairman.
S. H. Dodwell, Esq. Hon. Mr. J. Johnstone,
G. T. M. Edkins, Esq.
A. S. Gubbay, Esq. A. O. Lang, Esq.
Hon. Mr. P. H. Holyoak. W. L. Pattenden, Esq.
J. A. Plummer, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq

ACTING MANAGER:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS.
LONDON COUNTY AND WESTMINSTER AND PARR'S BANK LIMITED.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 17, 1920.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB.
Chief Manager.

Hongkong, May 14, 1918.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000
SUBSCRIBED CAPITAL ... F. 150,000,000
PAID UP F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC F. 50,000,000

Chairman of the Board of Directors André Berthelot.
General Manager.....A. J. Pernotte.

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:
LYON, CANTON,
MARSEILLES, SAIGON,
PEKING, HAIPHONG,
SHANGHAI, YUNNANFU,
TIENTSIN, VLADIVOSTOCK,
HANKOW, FOOCHOW,
HONGKONG, SWATOW,
HANOI, YOKOHAMA,
SINGAPORE, MOUKDEN,
NEW YORK.

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.
M. BOUET DE JOUENEL,
Manager.

Hongkong, April 23, 1920

NEDERLANDSCHE HANDEL—MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

Authorized Capital ... } F. 100,000,000 £8,333,333
Paid-Up Capital F. 60,000,000 £5,666,666
Reserve Fund... F. 14,580,545 £1,215,879
Special Reserve F. 17,000,000 £1,416,666

HEAD OFFICE—Amsterdam.
Branches at
The Hague *Rotterdam*
HEAD AGENCY—Batavia.
Branches:

Bandjermasin	Penang
Bandoeng	Pontianak
Cheribon	Rangoon
Djember	Samarang
Djokjakarta	Shanghai
Kobe	Singapore
Kota-Radja	Soerabaia
Langsa	Soerakarta (Solo)
Macassar	Tebing Tinggi (Deli)
Medan	Tegal
Padang	Telok Betong
Palembang	Tjilatjap
Pekalongan	Weltevreden

Correspondents at Bombay, Colombo, Madras, Pondichery, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco &c., &c.

London Bankers: The National Provincial & Union Bank of England Limited.

The Bank buys and sells, and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts a banking business of every description.

J. F. VAN REES,
Manager.

Hongkong, Sept. 20, 1919.

THE MERCANTILE BANK OF INDIA, LTD.

HEAD OFFICE:
15, Gracechurch Street, London E.C. 3.

Authorised Capital	£1,500,000
Subscribed	1,500,000
Paid-up	750,000
Reserve Fund and Rest ...	846,000

BANKERS:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius)	

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.
7 Queen's Road Central.
Hongkong, April 10, 1920.

BANK OF CANTON LIMITED

HEAD OFFICE
HONGKONG.

FOREIGN EXCHANGE and General Banking Business transacted
CURRENT ACCOUNTS opened and FIXED DEPOSITS Received

INTEREST ON FIXED DEPOSITS.
For 3 Months 3% per annum
For 6 Months 4% per annum
For 12 Months 4½% per annum.

LOOK POONG SHAN,
Chief Manager.

Hongkong, April 28, 1920.

THE BANK OF TAIWAN, LTD.,
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed... Yen 60,000,000.
Capital (Paid-up) ... „ 37,500,000.
Reserve Funds „ 7,030,000.

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokio, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tobyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Bangkok, Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH:
2, Des Voeux Road Central.
Hongkong, November 1, 1919

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidental Mandate of the Republic of China on the 22nd of November, 1917).

Authorised Capital	$60,000,000.00
Paid-up Capital	12,278,800.00
Reserve Funds.....	3,127,400.00

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 20/21, Connaught Road, Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England Ltd.

New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months—3% per annum
For 6 months—4% per annum
For 12 months—5% per annum

TSUYEE PEI,
Manager.

Hongkong, January 24, 1920.

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL ...	£2,000,000
RESERVE FUND ...	£2,000,000
RESERVE LIABILITY OF PROPRIETORS ...	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT
Manager.

Hongkong, January 1, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:
No. 2 Queen's Road Central.

PAID-UP CAPITAL, ...	$2,000,000.00
RESERVE FUND, ...	200,000.00

DIRECTORS:
Mr. Pong Wai Ting,—Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shak,
Mr. Ng Chang Lok.
CHIEF MANAGER.....Kan Tong Po, Esq.,
ASST. MANAGER Li Tse Fong, Esq.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of TWO per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO,
Chief Manager.

Hongkong, February 12, 1920.

BANQUE DE L'INDO CHINE
(FRENCH BANK)

HEAD OFFICE:
15bis Rue Laffitte, Paris

Capital	Frs 48,000,000
Reserve.....	„ 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtzen	Shanghai
Canton	Nouméa	Singapore
Dalat	Paknam	Tientsin
Haiphong	Pekin	Tourane
Hankow	Penh-Peh	Vladivostock
Hanoi	Pondichery	

BANKERS
IN FRANCE: Comptoir Nationa d'Escompte de Paris; Credit Lyonnais, Banque de Paris et des Pays-Bas; Credit Industrial et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir Nationel d'Escompte de Paris; Credit Lyonnais
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, Dec. 1, 1919.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1858.

AUTHORIZED CAPITAL Yen	100,000,000
PAID UP CAPITAL.....	„ 61,000,000
RESERVE FUND	„ 44,000,000

HEAD OFFICE—YOKOHAMA

BRANCHES AND AGENCIES AT

BATAVIA	NEWCHWANG
BOMBAY	NEW YORK
BUENOS AYRES	OSAKA
CALCUTTA	PEKIN
CHANGCHUN	RANGOON
DAIREN (DAIREN)	SAN FRANCISCO
FENGTIAN (MUKDEN)	SEATTLE
HANKOW	SHANGHAI
HONGKONG	SEIKOKOJI
HARBIN	SINGAPORE
KAI YUEN	SOERABAYA
KOBE	SYDNEY
LONDON	TIENTSIN
LOS ANGELES	TOKYO
LYONS	TSINANFU
MANILA	VLADIVOSTOCK
NAGASAKI	TSINGTAU

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

G. HASHIDZUME,
Manager.

Hongkong, March 15, 1920.

NORTH BRITISH & MERCANTILE INSURANCE CO

WHICH ARE UNITED THE SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD

AND

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st December, 1919. £23,976,557

I—Authorised Capital $6,000,000
Subscribed Capital $4,500,000
Paid-up Capital $3,437,500
II—Fire Funds..... 13,637,647
III—Life & Annuity Funds ...17,567,586
IV—Sinking Fund Account 1,135,859
$13,978,592

Revenue Fire Branch.....	$2,281,452	
„ Life and Annuity Branches	2,141,891	
Revenue Marine Department ...	287,229	
Other Receipts	476,940	
	£5,339,229	

The Accumulative Funds of the various Branches are separately invested [illegible] Act of Parliament, are set [illegible] the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

SHIPPING BOARD STILL FLOURISHING.

NO THOUGHT OF ABANDONMENT.

Despite press reports coloured to induce the belief that the American Shipping Board is to retire from the shipping business soon, authentic information being received by the *China Mail* from time to time practically sets all the reports and rumours at a discount. A prominent shipping man, now in Hongkong recently stated that the shipping Board has in operation about 2000 vessels, under the control of private companies acting as agents for the Board, that though some tonnage, not wanted, may be disposed of, there will be no general selling out; that a capital of from 3 to 5 billion dollars gold would be required to finance such sales, and that no such money, or even a small part of it is available anywhere in the world to consumate the transactions. A couple of hundred of the ships, he stated, could be disposed of at bargain prices probably, but that would leave quite a few unaccounted for (1800.)

On being asked about the higher wages paid to American crews and its effect on competition with countries paying less, the shipping man stated that the wage item in operation only amounted to about 6 per cent of the total expense, and that the demand for higher wages is world wide and will be felt in foreign countries (is being in fact) as well as in America. It is natural, said he, that merchant marine wages should be high as America is just getting a personnel created, after many decades of sea inactivity, and with the labour supply for the sea not fully developed as yet, those who are competent can command good pay. One might say with equal truth, said he, that because canned milk (supposedly) fed to shipping board crews was $2 a case higher than that furnished to European crews, the ships could not operate in competition with Europeans. The wage question, in his opinion, is not much of a factor to be overcome in meeting competition, and its importance is purposely exaggerated by interested people.

Changes are taking place in the assignment of personnel in the Far East.

Mr. William B. Lunt, who has been in charge of the Struthers and Dixon Hongkong agency for the past several months, leaves to-day on the s.s. "Ecuador" for Shanghai, from where, after conference at the executive offices of the corporation at that point, he will proceed to Manila, thence to Singapore, where he will take charge. He is succeeded here as Agent by Captain Paul D. Chandler, who left the Shipping Board in Washington on April 1st to join the Struthers and Dixon Far Eastern organization.

Captain Chandler is well known in shipping circles in the United States, having been engaged in the business for over 25 years, at various times on the West Coast, the Atlantic seaboard and the Great Lakes. He was a Major in the American army during the war, having been in command of the Curtiss Bay port of embarkation in Maryland, engaged in loading vessels with munitions for overseas during the entire time the country was in the war.

Captain Chandler reports that the U. S. Shipping Board, both Houses of Congress, and the country at large take the policy of encouraging the American merchant marine very seriously, and are determined to maintain the position in the seven seas which they now occupy as a heritage from their war activities. The American Government, he says, will, unquestionably, keep a firm hand on the situation for a number of years, or until such time as the steamship operating companies are established beyond peradventure.

Captain Chandler called attention to the decisive step recently taken by the interests with which he is associated tending toward betterment and enlargement, of steamship service; namely, the consolidation of Messrs. Struthers and Dixon, Inc, with the Green Star Steamship Corporation of New York City, the Cosmopolitan Line and the Nafra Line. The latter line operates throughout the Mediterranean, the Green Star Line is engaged in traffic with Europe and South America, while the activities of Messrs. Struther & Dixon, Inc., will be mainly confined to the Pacific. The name of the holding corporation is the Green Star S.S. Corporation, but the several lines still retain their company organizations and are known throughout the shipping world by their company nomenclatures. Captain Chandler declares that this strengthening of Messrs. Struthers and Dixon's portion of the Pacific trade, will be very valuable to all shipping interests in the Far East.

It may be remembered that the *China Mail* published a short item, several days ago, denying the rumour that the Shipping Board was about to withdraw from the shipping business. This denial is confirmed by Captain Chandler who states that while the Shipping Board may relieve itself of the technicalities of the shipping trade by transferring them to private companies operating the ships practically on the same basis as charterers, the Board will exercise full control over the ships and will direct where and how they are to be used.

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SHIPS DUE.

FROM SHANGHAI.

June 24.—B. F. Helenus.
25.—B. F. Euryades.
July 4.—B. F. Deucalion.
5.—B. F. Elpenor.
7.—B. F. Orestes.
18.—P. & O. Dilwara.
19.—B. F. Pyrrhus.
17.—P. & O. Nellore.
21.—B. F. Demodocus.
Aug. 6.—B. F. Prometheus.
9.—B. F. Alcinous.
16.—B. F. Oanfa.
30.—B. F. Protesilaus.

FROM JAPAN.

June 17.—P. & O. Nellore.
17.—N. Y. K. Taian.
18.—N. Y. K. Toyooka Maru.
20.—P. & O. Itola.
20.—N. Y. K. Tajima Maru.
30.—P. & O. Karmala.
July 2.—P. & O. Madras.
5.—P. & Gregory Apcar.
5.—B. F. Helenus.
12.—B. F. Knight Templar.
12.—B. F. Talthybius.
13.—P. & C. Dilwara.
16.—P. & O. Devanha.
16.—B. F. Euryades.
17.—P. & O. St. Albans.
20.—P. & O. Torilla.
27.—P. & O. Lahore.
Aug. 6.—B. F. Laomedon.
9.—P. & O. Kalyan.
10.—P. & O. Jeypore.
23.—B. F. Bellerophon.
Sept. 20.—B. F. Cyclops.

FROM MANILA.

June 20.—B. F. Atreus.
Aug. 22.—B. F. Talthybius.

FROM JAVA.

June 16.—J. C. J. L. Tjimanoek.

FROM CALCUTTA.

June 30.—P. & O. Torilla.
30.—N. Y. K. Nagano Maru.

FROM BOMBAY.

June 19.—N. Y. K. Shini Maru.
30.—P. & O. Dilwara.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Devawongse," Capt. Shearer, 1,047 tons, arrived this morning at 5.30 a.m. from Saigon with 1,100 tons of general cargo.

The s.s. "Wingsang," Capt. Croft, 1,517 tons, arrived this morning at 8 a.m. from Manila, with 7 bags of mail.

The s.s. "Tjimanoek," Capt. F. E. C. van Schermbeek, 5,640 tons, arrived yesterday at 5 p.m. from Balikpapan with 2 bags of mail and 6,300 tons of general cargo.

DEPARTURES.

The s.s. "West Himrod" Capt. Ainsworth sailed for San Francisco via Honolulu at 5 a.m. to-day with 7,000 tons of general cargo.

The s.s. "Fushimi Maru" Capt. Machida sailed for Victoria and Seattle via Shanghai at 9 a.m. to-day with 1,200 tons of general cargo.

The s.s. "Japan" Capt. Munro, sailed for Calcutta via Singapore at 1 p.m. to-day with 1300 tons of general cargo.

The s.s. "Hailoong," Capt. Thomson, sailed for Foochow via Swatow at 2 p.m. to-day with 800 tons of general cargo.

The s.s. "Ecuador" Capt. Yardley sails for San Francisco via Shanghai at 5 p.m. to-day with 2,300 tons of general cargo.

The s.s. "West Conob" Capt. Preston sailed for San Francisco via Manila at 1 p.m. to-day with 4,500 tons of general cargo.

NOTICES.

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Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

TUESDAY, June 15.
Straits—Per PENANG MARU.
THURSDAY, June 17.
Straits—Per IYO MARU.
Japan—Per TAIAN MARU.
Shanghai—Per NELLORE.
Shanghai—Per LT DE LA TOUR.
FRIDAY, June 18.
Japan—Per TOYOOKA MARU.
SATURDAY, June 19.
Bombay—Per SHINI MARU.
Straits—Per DURBAN MARU.
SUNDAY, June 20.
Manila and Australia—Per NIKKO MARU.
Shanghai and Japan—Per TAJIMA MARU.
Bombay—Per KIMI MARU.

OUTWARD MAILS.

TUESDAY, June 15.
Philippine Islands—Per LOWTHER CASTLE, 5 p.m.
Hoihow and Haiphong—Per TAKSANG, 5 p.m.
Haiphong—Per MOHON, 5 p.m.
Shanghai, North China and Japan via Kobe—Per GREGORY APCAR, 5 p.m.
Chefoo—Per TONGLEE, 5 p.m.
WEDNESDAY, June 16.
*Amoy and *Straits—Per CHUNSANG, 2 p.m.
*Swatow, *Shanghai and *North China—Per HANGSANG, 5 p.m.
THURSDAY, June 17.
Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 8 a.m.
*Shanghai and *North China—Per SUNNING, 10 a.m.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and *EUROPE via SAN FRANCISCO—Per SHINYO MARU, Registration 9.15 a.m. Letters 10.30 a.m.
FRIDAY, June 18.
Shanghai, North China and Japan via Kobe—Per IYO MARU, 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt and EUROPE via MARSEILLES—Per NELLORE. Registration 9.45 Letters 10.30 a.m.
The Parcel Mail will be closed on Thursday, 17th June, at 5 p.m.
Swatow, Amoy and Foochow—Per HAIHONG, 1 p.m.
Weihaiwei, Chefoo and Tientsin—Per KUEICHOW, 3 p.m.
SATURDAY, June 19.
Philippine Islands—Per WINGSANG, 2 p.m.
Shanghai and North China—Per CHENAN, 3 p.m.
MONDAY, June 21.
Japan via Nagasaki—Per NIKKO MARU, 10 a.m.
TUESDAY, June 22.
Swatow, Amoy and Foochow—Per HAICHING, 1 p.m.
Amoy, *Shanghai and *North China—Per SUIYANG, 2 p.m.
WEDNESDAY, June 23.
Philippine Islands, Australia, New Zealand via THURSDAY ISLAND—Per TANGO MARU. Registration 8.45 a.m. Letters 9.30 a.m.
SUNDAY, June 27.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, and EUROPE via MARSEILLES—Per INABA MARU. Registration 8 a.m. Letters 9 a.m.
WEDNESDAY, June 30.
Philippine Island *Formosa via Keelung, *Shanghai, North China, *Japan via Moji *Canada, *United States, *Central and South America and *EUROPE via VICTORIA Per TAJIMA MARU. Registration 8.45 a.m. Letters 9.30 a.m.
THURSDAY, July 1.
*Shanghai, *North China, and *Japan via Kobe—Per ATSUTA MARU, 10 a.m.
SUNDAY, July 4.
Philippine Islands, *Shanghai, *North China *Japan via Nagasaki, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA, B.C.—Per KITANO MARU, Registration 9 a.m. Letters 9 a.m.

*Correspondence bearing vessel's name only.

MOVEMENTS OF STEAMERS.

The C.P.O.S., R.M.S. *Monteagle* arrived at Shanghai (Woosung) on June 12, (1 a.m.), left there at noon the same day and is due at Moji on June 14.

The C.P.O.S. Co.'s R.M.S. *Empress of Japan* arrived at Yokohama on the 3rd June, left there 4th June and is due at Vancouver on Wednesday 16th June.

CLEARANCES.

June 15.

The s.s. TAKSANG, (Brit.), cleared to-day and will sail for Haiphong via Hoihow at 8.30 a.m. to-morrow.

The s.s. GREGORY APCAR, (Brit.), cleared to-day and will sail for Kobe via Shanghai at 8 a.m. to-morrow.

The s.s. MOHON, (Chi.), cleared to-day and will sail for Haiphong at 8 a.m. to-morrow.

The s.s. LOWTHER CASTLE, (Brit.), cleared to-day and will sail for Manila at 9 a.m. to-morrow.

ENTERTAINMENTS.

TEL. No. 1743. **CORONET** TEL. No. 1743.

TO-NIGHT, at 5.15 & 9.15 p.m.

"JOAN THE WOMAN"

TO-NIGHT, at 7.15 p.m.

"ELMO THE MIGHTY"

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PROJECTED DEPARTURES.

CHINA COAST, ETC.

HOIHOW AND HAIPHONG.

June 16.—I. C. S. N. Taksang.

SWATOW.

June 17.—I. C. S. N. Hangsang.
17.—O. S. K. Shoshu Maru.
18.—D. L. Haihong.
22.—D. L. Haiching.

AMOY.

June 16.—I. C. S. N. Chunsang.
17.—O. S. K. Shoshu Maru.
18.—D. L. Haihong.
22.—C. N. Suiyang.
22.—D. L. Haiching.

FOOCHOW.

June 18.—D. L. Haihong.
22.—D. L. Haiching.

SHANGHAI.

June 16.—N. Y. K. Penang Maru.
17.—I. C. S. N. Hangsang.
17.—C. N. Sunning.
17.—B. F. Deucalion.
18.—N. Y. K. Iyo Maru.
18.—P. & O. Devanha.
19.—C. N. Chenan.
19.—B. F. Elpenor.
20.—D. & Co. Persia.
21.—P. & O. Dilwara.
22.—C. N. Suiyang.
26.—B. F. Demodocus.
29.—B. F. Theseus.
July 2.—P. & O. Dilwara.
7.—B. F. Pyrrhus.
11.—L. T. (D. & Co.) Pilsna.
12.—M. M. Amazone.
13.—P. & O. Kalyan.
14.—P. & O. Geypore.
29.—B. F. Promotheus.
30.—M. M. Paul Lecat.
Aug. 9.—B. F. Rhesus.
16.—B. F. Achilles.
23.—B. F. Mentor.
Sept. 1.—B. F. Eurypylus.

TSINGTAO.

June 19.—C. N. Chenan.

HANKOW.

June 29.—B. F. Theseus.
Aug. 23.—B. F. Mentor.

WEIHAIWEI AND CHEFOO.

June 18.—C. N. Kueichow.

TIENTSIN.

June 18.—C. N. Kueichow.
Aug. 16.—B. F. Achilles.

PUKOW.

June 22.—C. N. Suiyang.

TAKAO.

June 17.—O. S. K. Hsoshu Maru.

SAIGON.

June 28.—M. M. Porthos.
July 2.—O. S. K. Shisen Maru.

BANGKOK.

July 2.—O. S. K. Shisen Maru.

SINGAPORE.

June 16.—I. C. S. N. Chunsang.
July 2.—O. S. K. Shisen Maru.

INDIAN PORTS, ETC.

CALCUTTA.

(VIA RANGOON).

June 20.—I. C. S. N. Kumsang.
22.—P. & O. Itola.
25.—N. Y. K. Malacca Maru.
27.—N. Y. K. Delagoa Maru.
July 4.—P. & O. Madras.
7.—P. & O. Gregory Apcar.
22.—P. & O. Torilla.

BOMBAY.

June 25.—O. S. K. Ganges Maru.
July 2.—N. Y. K. Yetorofu Maru.
13.—P. & O. Dilwara.

COLOMBO.

June 29.—O. S. K. Ganges Maru.

JAVA PORTS, ETC.

June 16.—I. C. S. N. Chunsang.
17.—J. C. J. L. Van Waerwyck.
27.—N. Y. K. (D. & Co.) Hokuto M.
July 1.—D. L. Cadaretta.

PHILIPPINE ISLANDS.

MANILA.

June 18.—I. C. S. N. Wirgsang.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

June 17.—O. S. K. Mitsuki Maru.
23.—N. Y. K. Tango Maru.
July 2.—C. & A. S.S. Gabo.
4.—C. & A. S.S. Hwa Ping.
10.—A. O. L. Changsha.
20.—P. & O. St. Albans.
21.—N. Y. K. Nikko Maru.
Aug. 13.—P. & O. Eastern.
Sept. 22.—N. Y. K. Tango.

PASSENGERS ARRIVED.

The following passengers arrived in Hongkong yesterday:—

Per s.s. "Nile": Mr. and Mrs. Frederick H. Burlingham, Sir Raymond Dennis, Mr. Lambert Dunbar, Mr. Herman, W. Halkenns, Mr. George, M. Harding, Mrs. Marie C. Hazen, Mr. W. E. Hobbs, Mr. and Mrs. Jan Joffres Hoekman, Miss Margaretha Hoekman, Mr. Malthias W. Julius, Mr. Julius Kunneman, Mr. John Le Page, Mr. Sieberen Lout, Mr. and Mrs. George G. Mack, Mr. and Mrs. Herman Meihuizen, Miss H. S. Meihuizen, Mr. Jno. I. Soloman, Mrs. W. G. Sterling, Miss Mary Sterling, Mr. and Mrs. Antone W. M. Stuker, Miss Johannis Stuker, Miss Geeftrueda Stuker, Miss Antonea Stuker, Mr. Pieter A. Vander Tas, Mrs. Marie Leonie Vander Tas, Miss Kialohe Waterhouse, Mr. Gilbert C. Watson, Mr. Stuart T. Williamson, Mr. David Windram, Miss Elizabeth Windram, and Mr. Henry H. Zeman.

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